The China Mail.

ESTABLISHED 1845.

No. 12,018 號三廿月九年一零百九千一英 HONGKONG, MONDAY, SEPTEMBER 23, 1901. 日一十月八年丑辛 PRICE, $2.50 Per Month.

AGENTS FOR THE CHINA MAIL.
LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 81, Cannon Street, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 150, Fleet-Street, C. MITCHELL & Co., Snow Hill, Holborn Viaduct, E.C.
PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, Rue de la Grange Batelière.
NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, West 22nd Street.
SAN FRANCISCO and American Ports generally:—BLAIR & BLOCK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.
BATAVIA:—H. M. VAN DORP & Co.
SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.
PHILIPPINE ISLANDS:—A. S. WATSON & Co., Manila.
CHINA:—Macao, A. A. DE MELLO. Amoy, N. MOALE & Co., LIMITED. Foochow, BROCKETT & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co., and KELLY & WALSH.

Wanted.

ROYAL NAVAL YARD.

WANTED a CHINESE DRAUGHTSMAN who is a good tracer and accustomed to making ship drawings.
Applications to be made in writing to the CHIEF CONSTRUCTOR.

J. BLACK,
Chief Constructor.

Hongkong, September 21, 1901. 1956

WANTED.

DRAUGHTSMAN (EUROPEAN) to look after Building in course of Erection on West River. Salary, $200 a month and Unfurnished Rooms.
Apply, 'E. T.'
Care of 'CHINA MAIL' Office.
Hongkong, September 21, 1901. 1963

WANTED.

BY GENTLEMAN, WELL FURNISHED ROOM, with BATHROOM; with or without board; in good locality.
Apply, giving Particulars, to
100 c/o 'CHINA MAIL' Office.
Hongkong, September 21, 1901. 1964

IMPERIAL BANK OF CHINA.

WANTED,

AN EXPERIENCED MAN of Business to act as COMPRADORE from next China New Year.
Full particulars can be obtained on application to the Undersigned.
By Order of the Board of Directors,

E. W. BUTTER,
Manager.

Hongkong, July 30, 1901. 1573

Business Intimations.

NOTICE.

WE have this day been appointed SOLE AGENTS for the well-known CIGAR FACTORY 'LA OCEANICA,' of MANILA, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to
Ritchie & Co.,
30, Des Voeux Road,
Hongkong.

FRED. C. FOCKEN,
General Agent
Manila.
P.O. Box, 374.
Hongkong, August 31, 1901. 1828

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the 'GERMINAL' FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, August 2, 1901. 1607

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m.. Every 10 minutes.
8.00 a.m. to 8.30 a.m....Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 10 minutes.
9.30 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.00 p.m. to 5.30 p.m...Every 15 minutes.
5.30 p.m. to 8.00 p.m...Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m...Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, April 4, 1901. 1581

Intimations.

GERMAN SCHOOL ASSOCIATION.

THE WINTER-TERMS Commence on the 1st OCTOBER, A. C. PARENTS, desirous that their Children should join will please communicate with the HEAD-MASTER, PASTOR KRIELE, at the School Room, Union Church, Kennedy Road, on Week Days, between 9 a.m. and 12.30 p.m., or with the Undersigned.

PAUL BREWITT,
Hon. Secretary,
10, Queen's Road, 2nd Floor.
Hongkong, September 16, 1901. 1924

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.
The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, September 18, 1901. 1942

IN RE FERGUSSON & CO.
IN BANKRUPTCY.

NOTICE is hereby given that on a petition dated 16th day of August, 1901, a RECEIVING ORDER against JOHN PENDER WAKE, trading at Chefoo as Messrs FERGUSSON & Co., was made by the His Britannic Majesty's Court of Chefoo, holden at Chefoo, on the 22nd day of August, 1901.

ARTHUR R. LEAKE,
Official Receiver.
Chefoo, 22nd August, 1901.

IN RE FERGUSSON & CO.
IN BANKRUPTCY.

ALL persons having CLAIMS against Messrs FERGUSSON & Co., are requested to send Particulars of same together with details of proof, to the Undersigned, on or before the THIRTIETH day of SEPTEMBER, 1901.

ARTHUR R. LEAKE,
Official Receiver,
FERGUSSON & Co.,
IN BANKRUPTCY.
Hongkong, August 30, 1901. 1801

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the report of the Directors, together with statements of account for the year 1900 and for the half-year ending the 30th June, 1901, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.
By Order of the Board,

W. J. SAUNDERS,
Secretary.
Hongkong, September 20, 1901. 1952

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs,
ENLARGEMENTS A SPECIAL FEATURE.
1587

For Sale.

FOR SALE.

JOHN GRAHAM'S Choice 'FIVE CROWN' PORT. Well-known to connoisseurs in the East.

G. C. ANDERSON,
20, Des Voeux Road.
Hongkong, September 14, 1901. 1909

FOR SALE.

RURAL BUILDING Lot No. 1 situate upon MOUNT GOUGH, the PEAK—together with the FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole lot or to sell the houses separately, subject to the existing tenancies. Any portion of the purchase money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to

DENNYS & BOWLEY,
Solicitors,
Supreme Court House.
Hongkong, August 24, 1901. 1762

SPECIAL SALE.

(On behalf of the Poor Orphans)
of
LADIES' and CHILDREN'S UNDERCLOTHING and other Useful and Embroidered Articles, suitable for BIRTHDAY PRESENTS, &c., will be held
AT THE ITALIAN CONVENT,
from
23rd to 28th September,
Commencing at 2 p.m.

The Prices will be marked on every article.

The Superiores hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT,
20 Caine Road.
Hongkong, September 6, 1901. 1873

Intimations.

MUSIC LESSONS.

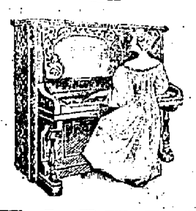
MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITTARRA.
For Terms, Etc.,

ROBINSON PIANO Co., LTD.
Hongkong, August 15, 1901. 1699

NEW MUSICAL PUBLICATIONS.
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accpt).
No. 1 ALBUM (3 Songs, English and Italian).
No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.
NEW FEATURE:
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
To be had of all MUSIC DEALERS. 864—2.

THE
ROBINSON PIANO CO. LD.



PIANOS
OF
HIGH GRADE.
RIGHT PRICES.

BICYCLES - -
AND
- - TYPEWRITERS.
SOLD, EXCHANGED AND REPAIRED
PRICES VARYING FROM $65 to $225.

ACETYLINE LAMPS & CARBIDE.

DRAGON CYCLE DEPOT,
15, D'Aguilar Street.
Hongkong, 9th February, 1901. 325

KWONG FUNG YUEN,
TIMBER MERCHANTS,
No. 252, Des Voeux Road West,
Hongkong.
HAVE always ON HAND a large STOCK of the following TIMBER:—
AMERICAN PINE AND FIR.
BANGKOK TEAKWOOD.
HARDWOOD, ETC., ETC., (in Logs & Planks).
An inspection is respectfully solicited.
Hongkong, September 4, 1901. 1846

KIRIN BEER.

WHISKIES. - -

OLD TAYLOR, ...	$12.00
Do. (EXTRA), ...	14.00
YE AULD TOUN, ...	12.50
KING WM. IV. V.O.P. - - of great age,	23.00

W. H. POTTS & CO.,
29 No. 3, QUEEN'S BUILDINGS.

Why:

A cup of Bovril, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It promotes and sustains energy.

BOVRIL

To be obtained at all Stores, Cookmen Houses, &c., throughout Hongkong, China and Japan. 495

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
PEDDER'S WHARF CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BELL'S ASBESTOS.

BRADLEY & Co., *Managers.*
1027

LANE, CRAWFORD & Co.

FOOTBALL SEASON.

THE "CERT" BOOT (Patented).

FOOTBALL BOOTS.

As Worn by all the Leading Players.

Sizes in Stock, from $5.50 per pair.

LANE, CRAWFORD & CO. 1505

THE
HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
2196 BEST QUALITY LIQUORS & PROVISIONS.

DENNY, MOTT & DICKSON, LD.,
BANGKOK (SIAM),
TEAK MERCHANTS AND SAW MILLERS.
SIEMSSEN & CO.,
Sole Agents for Hongkong and South China.
Hongkong, August 1, 1901. 1588

JOHNSON'S - - -
DIGESTIVE TABLETS.

The Great Remedy for
INDIGESTION, DYSPEPSIA, FLATULENCY AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY
1767 *QUEEN'S ROAD.*

HOCKS, MOSELLES, -
AND CHAMPAGNES. -

The undersigned having been appointed Sole Agents of the well-known Firm
HENKELL & CO., MAINZ,
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE
HOCKS AND MOSELLES,
Niersteiner, Berncastler,
Oestricher, Erdener Treppchen,
Marcobrunner, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry).
Henkell Sehr Trochen (Extra Dry)

SIEMSSEN & CO.
Hongkong, 15th July, 1901. 1461

ASK FOR FERGUSON'S
P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland, devoid absolutely of all deleterious matter.
THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.
Sole Importers,

F. BLACKHEAD & Co.

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WILLIAM POWELL, Ltd.

GENERAL DRAPERS, - -
- - GENT.'S OUTFITTERS
AND
FURNISHERS.

SILKS.	FLOWERS.	LINENS.	TOYS.
DRESSES.	MILLINERY.	TRIMMINGS.	CHINA and GLASS.
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IRONMONGERY.

1824 R. G. HECKFORD, *Manager.*

GREEN ISLAND CEMENT CO., LD.
Portland Cement.
In casks of 375 lbs net $5.50 per cask, ex Factory.
In bags of 250 lbs net $3.30 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS. 2635

Cutler, Palmer & Co.,
LONDON,
(Wine Shippers to Client since 1815),
Have always Stocks of their well-known Brands with
Hongkong, 15th July, 1901. SIEMSSEN & CO. 1462

W. BREWER & CO.
JUST LANDED—NEW STOCK.
INDIAN CIGARS IN FINE CONDITION.

	Per 100
Siestas—Reed Cheroots	$2.50
Beaconsfield No. 1	3.50
Mayos No 1	4.00
Java (Barrels)	2.25
500 for $10.00.	
Gold Mohur Bouquet (in Boxes of 50)	4.50
Torpedoes No. 3 (do.)	2.00

Also the Best Brand of Egyptian Cigarettes in Air-Tight Tins.

CHAS. HEIDSIECK'S - -
CHAMPAGNES:
WHITE SEAL (1893 VINTAGE).
CACHET IMPÉRIAL (Extra Dry; Gout Americain)
SIEMSSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

THE PHARMACY,
10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

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1882 LANDOLT & FLINT.

FINE CLARETS.

Ch. Mouton d'Armailhacq.
Ch. Margaux.
Ch. Brunaire Ducru 1892.
Ch. Contenac Brown 1893.
Ch. Pichon Longuenville 1888.
Ch. Mouton Rothschild.
Co. Leoville Lascarges 1876.
Ch. Latour 1874.
Ch. Lafite 1887.

Telephone 75.

Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.
13, Queen's Road,
Hongkong, September 18, 1901. 1954

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE ASSORTMENT OF SPECTACLES.

PINCE-NEZ AND EYE PRESERVES.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

61, QUEEN'S ROAD.

27

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

81 QUEEN'S ROAD CENTRAL. 2223

Milkmaid

BRAND

Milk

Guaranteed
Full Cream.

TRADE MARK.

Largest Sale in the World.

E17

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(Or MITSUI & CO.)

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A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal Mines.

N. INUZUKA, *Manager.*

Hongkong, August 1, 1901. 1119

Put LOG CABIN IN YOUR PIPE & Smoke it

Manufactured only by LAMBERT AND BUTLER, LTD., London, England. E28—1

"HARLENE" FOR THE HAIR

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR.
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.

Full description and directions for use in 20 languages supplied with every bottle.

1s., 2s. 6d., and (3 times 2s. 6d. size) 4s. 6d. per Bottle, from Druggists, etc., all over the world.

EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

E11

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

LEA & PERRINS' SAUCE.

E10

Intimations.

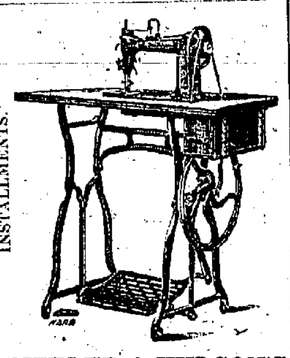
TELEPHONE No. 320.

TSANG FOO & CO.

典榮三

SAM WING HING,
COAL MERCHANTS,
No. 48, Des Voeux Road, Central.
Hongkong, September 21, 1901. 1958

PAYMENTS CAN BE MADE BY INSTALLMENTS.



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SEND FOR CATALOGUES & LISTS.
2482

THE MUTUAL STORES,

WHOLESALE & RETAIL GROCERS,
PROVISION DEALERS,
WINE AND SPIRIT MERCHANTS,
8 and 10, D'Aguilar Street.

Orders promptly attended to.

Retail Price Lists may be had on application.

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JUST UNPACKED.

BEST GERMAN SAUSAGES of a well-known make in Small and Large Tins of various kinds.
Finest WESTPHALIAN HAMS.

H. RUTTONJEE,
5, D'Aguilar Street,
39 and 40, Elgin Road, Kowloon.
Hongkong, July 15, 1901. 151

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SUBSCRIBERS are notified that when A CALL IS MADE and the TELEPHONE IS NOT ANSWERED by the PERSON ACTUALLY REQUIRED, instead of Listening until this Person can be found it is better to give their Name and Number to anyone answering, and then TO RING OFF.

WHEN THE PERSON REQUIRED REACHES THE INSTRUMENT, A FRESH CALL CAN THEN BE MADE FROM THAT END.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,
Manager.

Hongkong, September 16, 1901. 140

A RAMBLE THROUGH SOUTHERN FORMOSA:
By G. TAYLOR, I. M. Customs.

With WOODCUTS.

[Reprinted from the *China Review.*]

One of the Best Sketches of Formosa Life yet written.

Price $1.00.
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Intimations.

CHEE WING & CO., 致榮
28 & 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.,
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
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CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any Class of Engineering Work. Marine Work a Speciality; Designs prepared for Small Coast Steamers. Light Draught Vessels, Dredgers, Tug Boats, Launches and Barges of any Class or for Special requirements. New and Repair Work supervised. Contractor for the Supply and erection of any Type of Machinery.

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A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
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CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

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MESSRS. KINGHORN AND MACDONALD having been appointed SOLE AGENTS for Messrs. J. and E. HALL'S PATENT REFRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines.
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JOHN W. KINGHORN,
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DONALD MACDONALD.
Hongkong, May 28, 1898. 1083

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Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
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NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
Splendid Collection of the Latest LONDON PATTERNS, *at very moderate prices.* 472

MINERAL ASSAYS & ANALYSES.

THE YANGTSE VALLEY SYNDICATE, LD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

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CONTRACTS for Local and Coast Port BUILDINGS of all descriptions, Supplying TIMBER, BRICKS, GRANITE, and all BUILDING MATERIALS at very MODERATE PRICES, and undertakes the engagement of CARPENTERS, SMITHS and MASONS.

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SANITARY Appliances Supplied and Fixed.
DRAINS, TRAPS, WASTE PIPES, Etc., Cleansed and Repaired.
Sanitary Board Notices receive prompt attention.
AGENTS FOR MOSAIC TILES.
Prices on Application.
Hongkong, August 2, 1901. 1609

NAKAZAWA,

DEALERS IN
CLOISONNE, SATSUMA, LACQUERED AND BRONZE WARES.
TEA SERVICES, PORCELAIN GOODS
PICTURE FRAMES
AND ALL KINDS OF
JAPANESE FINE ART CURIOS,
AT MODERATE PRICES.
11, BEACONSFIELD ARCADE,
Opposite CITY HALL.
Hongkong, August 6, 1901. 1627

WASHING BOOKS.
(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

on

SATURDAY,

the 28th Sept., 1901, at 2.45 p.m., at his Sales Rooms, Duddell Street,—

A QUANTITY OF
DINING ROOM, DRAWING ROOM and BEDROOM FURNITURE,
(Full Particulars from Catalogue).
On View from Friday, the 27th Sept.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 21, 1901. 1960

To Let.

TO LET.

ONE LARGE BEDROOM, with or without Board. Terms Moderate; Central Locality.

Apply 'B. W.'
Care of 'CHINA MAIL' Office.
Hongkong, September 21, 1901. 1957

TO LET.

GODOWN—PRAYA, KENNEDY TOWN

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY, CO., LD.
Hongkong, September 19, 1901. 1947

TO LET.

FROM 1st October, FIRST FLOOR, for Offices, No. 1 Duddell Street.

Apply,
E. PABANEY.
Hongkong, September 19, 1901. 1948

TO LET.

FROM 1st November, next.

'CALDER HOUSE,'
MacDonnell Road.

A Fine Six-roomed House with Garden &c.

Apply to
Leo. D'ALMADA e CASTRO,
Supreme Court.
Hongkong, September 18, 1901. 1943

TO LET.

GODOWN No. 75 PRAYA EAST from 1st October.

Apply to
HOONG SEUNG,
No. 206 Queen's Road Central.
Hongkong, September 16, 1901. 1921

TO LET.

NO. 1, STEWART TERRACE, The PEAK.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, July 16, 1901 1478

TO LET.

(FROM 1ST AUGUST NEXT).

NO. 3, ORMSBY TERRACE, KOWLOON.

Apply to
PUN HUNG,
85, Queen's Road Central.
Hongkong, July 17, 1901. 1490

TO LET.

GODOWN, No. 5a, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, July 4, 1901. 1399

TO LET.

A HOUSE in RIPON TERRACE.

'THE RETREAT,' MOUNT KELLETT.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 24, 1901. 1760

TO LET.

NOS. 1 to 8, 'WILD DELL,' WANCHAI ROAD.

Apply to
SANG KEE,
298, Des Voeux Road Central.
Hongkong, August 31, 1901. 1260

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY, CO., LD.
Hongkong, September 4, 1901. 1845

TO LET (FURNISHED).

'ROUGEMONT,' No. 1 Macdonnell Road.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, September 20, 1901. 1950

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. C. P. CHATER.

The Full Details Printed in Pamphlet Form.

NOW READY.

Copies may be had at 'CHINA MAIL' Office
Price 75 Cents each.

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.
PRICE ... $1.

HOW TRADE-UNIONISM AFFECTS BRITISH INDUSTRIES.

During the steel-workers' strike the British workingman has been held up before his American cousin daily by the press as an example of one who has killed the goose that laid the golden eggs—one who has ruined his own home industries by his exacting demands, and driven the trade to foreign markets. Our newspapers have been expressing the fear that a triumph of the labor union in the steel industry, or even a prolonged strike, may similarly prove to be just the factor that may allow Great Britain or Germany to outstrip the United States in the race for industrial supremacy; and that seems to be the main reason why popular sympathy has not been given more freely to the strikers. The trade-unionists in Great Britain have been scored so roundly by the press and by public men that it may seem unfortunate to people who want to 'hear the other side' that no notable defense of their record has appeared.

The latest article on this topic appears in *The North American Review* from the pen of Mr Benjamin Taylor, an editorial writer on the staff of the *Glasgow Herald*, one of the foremost journals of Scotland, and Mr Taylor's attitude may be seen when he says:

'In theory, the trade-union is an organization for the protection of labor against the tyrany and oppression of capital. In practise, the British trade-union is an organization for the restraint of labor and the manacling of capital. . . . The modern trade-unionist a combination for the sole purpose of furthering the supposed interests of the workmen, without regard to the interests of the trade or craft as a whole. In the old system, there was the element of solidarity in the relations between capital and labor. In the new system, there is the element of antagonism. In the old system, the craftsman prospered according to his skill and industry. In the new system, skill and industry are reduced to one common denominator, called the trade-union rate of wage. If American manufacturers are enabled to undersell their British rivals in some of their pet industries, it is not because the American workman is a better craftsman than the British—he is, indeed, often imported from Britain—but because he is an unfettered producer. That is to say, American labor is more productive than British.'

The chief mistake of the trade-unionists, Mr Taylor thinks, is 'the fallacy that there is just a certain amount of work to be done in the world, which, spread out thin, will go all round the army of manual workers.' This mistaken principle, he says, 'ignores the fact that work creates work, and that the more cheaply work can be done, the more there will be to do. It opposes the teaching of experience that, as machine-tools displace labor in one direction, they create more labor in another direction. If Great Britain fails in the industrial race, it will not be because her workmen can not create as well as others, but that they will not. And we do not need to go much further than this in search of an explanation of the pressure of foreign competition—that a German or American workman will give equal attention simultaneously to three, four, or six machines or tools, whilst the British workman is compelled by his trade-union to limit his attention to one, so that employment may be given to half a dozen other men who ought to be busy elsewhere.'

To come now to some definite instances of industries driven out of Great Britain by trade-unionism, Mr Taylor goes on to say:

'It was, for example, the exactions and limitations of the Thames shipbuilders that drove the great shipbuilding industry from London to the northern rivers, where it has flourished ever since, while the Thames has now only one shipyard of any importance. It was the exactions and limitations of the trade-unions that drove lace making from Nottingham to Scotland. It was the exactions and limitations of trade-unions that drove flint glass making from England to Germany, and bottle-making from Scotland to Belgium.

'The story of the flint-glass trade is a very instructive one. This used to be a very extensive and lucrative business in Great Britain, affording highly paid employment to many thousands of workers. These workers had, of course, their trade-union. The union waxed fat, and kicked on the question of apprentices. And it succeeded in enforcing strict limitation to the number of boys to be allowed to enter the trade in any one year or in any one factory. Having secured this, they put the screw on wages until they raised the pay of an ordinary journeyman to between three pounds ten shillings and four pounds a week. The monopoly of labor was complete but not the monopoly of supply. The Germans stepped in and took the trade bodily from under the nose of the Flint-glass Makers' Union which now does not, in the whole United Kingdom, contain as many members as there are workers in many a single factory in Germany. The industry has gone, save two or three high-class concerns making costly table-ware for the wealthy; and with it the workers, who either emigrated to America or sought employment in other overcrowded avenues. Much the same kind of thing happened in the bottle making industry. Apprentices and production were kept down, and wages were forced up, until bottles became so dear that Belgium sailed in and 'scooped the market.' German table glass and Belgian bottles now tell the tale, in every British household, of what aggressive and tyrannical trade-unionism can do for the industries of the country. Let it be noted that the initial cause of the ruin of these industries was the limitation placed on apprenticeship, for that is one of the most dangerous and lamentable features of trade-unionist policy as pursued.'

To give an idea of the extent to which the work of the men is curtailed by the union rules, the following paragraph is quoted from a report of the Employers' Association:

'A. reports that, when making ammunition boxes for six-pounder cartridges some years ago, it was found that, in finishing up the hinges, any member of the society employed on the job used always to do exactly eight in a day. The foreman in charge knew that this was not a day's work, and he changed the men; but in every case, notwithstanding that considerable changes were made, the union men made exactly eight per day. A young Swiss (non-unionist), who did not speak English, was then put on the job, and the first day he did fifty. The same firm report that, in filing up the outside handles of machine-guns, it was found that any member of the society working on the job generally did one a day. The firm knew that this was not a day's work but were unable to get a society man to do more. The work was then given to a gun-filer not belonging to any society, and he did twelve a day.'

In marked contrast to all this are the conditions in the American factories, in proof of which Mr Taylor quotes as follows from a statement by Mr George O. Draper, secretary of an American cotton-manufacturing concern:

'In spinning, the product of the machine has practically doubled in the last thirty years, and the capacity of the operative has not only doubled with the machine, but has trebled or even quadrupled. The improvement has been of such a nature that the increase in speed has been attended with benefit to the product. In weaving, the product per operative has easily trebled; it is certain that the product per operative in other departments of a cotton-mill has at least doubled. Formerly, a weaver tended but one loom, and that at a moderate speed. To-day weavers on the Northrop looms often tend twenty-four machines, running at a speed nearly double that of the original power looms.'

TOWNE: 'See that man! Well, sir, he landed in this country with bare feet, and now he's got millions.' BROWNE: 'Gee whizz! He's worse than a centipede, isn't he?'

GERMAN STEAMERS FOR BOMBAY.

The statement made by our Calcutta correspondent that the North German Lloyd Steamship Company proposes to run steamers to Bombay, implies the revival of a project which has more than once been mentioned by us. So long ago as February of last year, we stated that early in the new century, the German Company would begin a service of steamers from Bombay to Continental and English ports. Various circumstances have delayed the realisation of the scheme. One of the chief causes of postponement has been that Company preferred first to develop and consolidate its position in the Far East. In that object it has been largely assisted by recent heavy increases in the subsidies granted by the German Government. How far it has been successful in capturing the Far Eastern trade the passenger lists testify. The 'German mail' is now the most popular line running from Japan and China through the Canal. British and American lines still control the Pacific route, but it is believed that the Hamburg-American Company intends soon to establish a service across the Pacific, the place of embarkation in America being one of the newer seaports in the Western States. With all these developments it is certain that the lucrative traffic from Bombay to Europe will not be much longer free from the element of vigorous competition on the part of German steamship owners. As our Calcutta correspondent has pointed out, the North German Lloyd Company will only have to run ferry steamers from Bombay to Aden, connecting with the China and Australian boats, to provide a regular weekly service. The dream of a bi-weekly mail service is hardly, we imagine, within the bounds of possibility at present; but it is by no means chimerical. A regular weekly German boat from Bombay would place foreign competition with the Peninsular and Oriental Company upon a very different footing from the fitful and spasmodic opposition hitherto offered to the British line. But Anglo-Indians must not indulge in visions of reduced fares even if the scheme is realised. It will probably cost as much to go to Europe by the North German Lloyd as by P. and O. The second-class passenger may receive better accommodation on the German line; but no class of travellers need cherish the idea that a new line will cheapen the cost of travelling. These are always the 'Ring' to be reckoned with.

Times of India.

BRIDGE.

I sat over Bridge till midnight—
The clocks were striking the hour;
The electric light burned o'er me
With fifty-candle power,

I saw by its bright reflection
On my hand and the cards held there
That my golden guineas remaining
Would fall to another's share.

For, gripped in my nerveless fingers,
That luckless night we played;
The cards were all sixes and sevens,
And gloomy with club and spade.

Safe in the enemies' clutches
The red trumps closely lay,
And the current of luck against us
Bore all the tricks away,

As, carrying all before it,
The 'Grand Slam' cleared the board,
And streaming away from my pocket
The cherished fivers poured.

And like those fivers flowing
From my fast-decreasing store,
A flood of thoughts rushed o'er me,
And I filled my glass and swore,

How often, oh, how often,
In days that will ne'er return,
I had sat over Bridge till midnight
And hoped that the luck would turn!

How often, oh, how often,
Had I grudged the red cards' worth,
And wished spades clubs, and hoped trumps
Were anything else on earth!

For my brain was dull and fuddled,
And my heart was full of care,
And the burden of tricks against me
Seemed more than I could bear.

But now that my purse is empty,
And I play for love or shells,
Like the odour of brine from the ocean
(Or other, less pleasant, smells),

Whenever I deal or shuffle
Comes the thought of the good games o'er;
And the watching of others gambling
Is a consolation poor.

And I think how many thousands
Of cash-encumbered men,
Each bearing his Dummy's burdens,
Have sat over Bridge since then.

I see the long procession
Still out and shuffle past—
The empty pockets filling
And the full ones emptying fast.

And for ever and for ever
(Whene'er I call raise the dumps),
As long as the luck shall vary,
As long as the pack holds trumps,

The Game and its changing chances
And its ups and downs shall be
The joy of the lucky gambler
And the Bridge of Sighs to me!

—*Vanity Fair.*

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per *Lightning* undelivered after 2 p.m. landed.
Goods per *Ceylon* not cleared at 4 p.m. subject to rent.

General Memoranda.

FRIDAY, September 27:—
2.30 p.m.—Auction of Household Furniture, at No. 11B, Praya East, Wanchai.

SATURDAY, September 28:—
Noon.—Meeting of Shareholders of Douglas Steamship Co., Ltd., at the Company's Office.
2.40 p.m.—Auction of Household Furniture, by Mr. Geo. P. Lammert.

MONDAY, September 30:—
12.15 p.m.—Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Vœux Road.

THURSDAY, October 10:—
Noon.—Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.

DEATH.

Suddenly, of apoplexy, at Yokohama, on the morning of Sunday, the 22nd September, JOHN JOSEPH FRANCIS, K.C., aged 62 years.

☞ *The publication of this issue commenced at 5.40 p.m.*

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 23, 1901.

EDITORIAL COMMENT.

THE SANITARY ENQUIRY.

We learn on what seems to be reliable authority that Mr Osbert Chadwick, the eminent civil engineer, has been appointed by the Colonial Office to re-visit Hongkong and report on the sanitary condition of the Colony, and suggest what measures should be adopted to place it in a more salubrious and sanitary condition. Mr Chadwick is known to the present generation more by reputation than otherwise; but everybody must admit his claims to recognition as an eminent civil engineer and authority on drainage, water supply, and cognate subjects. As the recent public petition to Mr Joseph Chamberlain was largely based on quotations from Mr Chadwick's reports on the sanitary condition of the Colony many years ago, he should be a welcome visitant. Only upon two grounds can we see reasonable objection to his coming here in response to the public appeal for an expert examination of the sanitary condition of the Colony. In the first place, he may be regarded as an official adjunct of the Colonial Office, and as such it may be urged by some that he cannot help having an official bias. In the second place, he is stated officially to be responsible for the separate system of drainage to which many experienced residents attribute most, if not all, of the conditions which are said to have contributed to the insanitary state of the Colony. We do not say there is not good reason for putting forward these objections; but we think it is only fair to Mr Chadwick to say that others consider it is to the incomplete manner in which his recommendations were carried out that the insanitary state of the Colony is attributable. If it were the separate system only that was on its trial, we would not hesitate to condemn Mr Chadwick's appointment. But it is not so; and we are convinced that an expert of Mr Chadwick's standing and experience is not likely to be misled or influenced by the considerations we have quoted. With his past experience of the Colony to guide him and the unquestionable facts established by recurrent epidemics before him, he may be trusted to arrive at judicial conclusions; and with the help of Professor Simpson, the medical and sanitary expert, let us hope he will be able to suggest a policy to the local Government and the Colonial Office by which plague may be banished from the Colony. That, after all, is the all-important point. The Colony needs a well-defined policy for its sanitary and hygienic regeneration, and after that has been promulgated it will be for the people to see that it is carried out in its entirety.

Fatal Landslip.

This morning, a gang of coolies, numbering about 30, were excavating at an embankment in Bridges Street, where it is proposed to erect a retaining wall, when about 40 tons of earth and stone suddenly gave way. One coolie named Chan Cheng, aged 38, was killed instantaneously. The others had a miraculous escape. At first it was feared that several were killed, and Inspector McNab, in charge of a number of policemen and firemen, hurried along to the spot. The gang of coolies were paraded, and it was found that the deceased man named was the only one missing. Mr Badeley, Acting Superintendent of Police, and Mr Mackie, Acting Deputy Superintendent, visited the place.

LOCAL AND GENERAL.

Notes by the Way.

The Sultan of Turkey was born on the 22nd September, 1842.

During the past forty-eight hours, no cases of plague were reported in the Colony.

H. R. H. Prince Henry of Prussia has been promoted to be Admiral of the German Fleet.

It is notified in the *Gazette* that Mr E. D. C. Wolfe, cadet, has passed his final examination in Chinese.

Dr F. W. Clark's report on the epidemic of plague during the first half of the current year is published in the *Gazette*.

It is reported by *L'Echo de Chine* that M. Liébert, formerly a Marine officer, is to succeed M. Le Roux as French Consul at Hongkong.

The following telegram from H.B.M. Consul at Bangkok is published in the *Gazette*:—'Inspection at Pak Nam substituted for quarantine at Koh Phai.'

It is stated that Mr Uchida, Vice-Minister of Foreign Affairs, will be appointed Japanese Minister to Peking, vice H. E. Komura, appointed Japanese Minister for Foreign Affairs.

Baron Charles de Vinck de Deux Orp, formerly Belgian Minister Resident at Peking, has been promoted to the rank of Envoy Extraordinary and Minister Plenipotentiary.

It is notified in the *Gazette* that Mr A. W. Brewin resumed his duties as Registrar-General on the 16th inst., and Commander W. C. H. Hastings his duties as Postmaster-General on the 18th. Mr Brewin has been appointed member of the Legislative Council, during the absence of the Hon. F. H. May, and Vice-President of the Sanitary Board.

Upwards of 600 persons, representative of all the services and all nationalities, attended a public meeting held at Shanghai on the 17th inst. in memory of the late President McKinley. The Right Rev. Bishop D. H. Moore, of the Methodist Episcopal Church, delivered what is described as 'a really brilliant oration, in which he dwelt mainly on the high character and powers of the late President, and "the deep damnation of his taking off." He made a sympathetic reference to the new President, and concluded with an earnest prayer; all standing.' At the close of this meeting, another of American citizens was held, and a special committee prepared the following telegrams:—

Mrs McKinley, Washington.—Americans Shanghai and other ports assembled public meeting tender deepest sympathy your bereavement.

President Roosevelt, Washington.—Americans Shanghai and other ports assembled public meeting express deepest sorrow sympathy assassination President McKinley.

Serious Assault.

Li Wo, a boy of 15, was admitted to the Government Civil Hospital yesterday suffering from injuries inflicted on him by a Chinaman, in Wanchai. Ng Pik, the man who assaulted him, has been arrested, and is, at present, detained on a charge of common assault. The boy, however, was so badly injured about the stomach that his dying depositions were taken yesterday. It seems that the injuries were inflicted by Ng Pik with his clenched fist and he admitted to-day striking the boy twice. The case has been adjourned till the 30th inst.

Major-General Richardson.

Although the departure of Major-General Richardson, C.B., C.I.E., C.S.I., like that of General Creagh, was of the nature of a private function (says the *N.-C. Daily News* of the 16th inst.), there was a considerable gathering to see him off from the Nanking Road jetty at 5 p.m. on Saturday to the hired transport *Sumatra* which takes him back to India. There were present a large number of officers, European and Indian, of the English, French, and German Contingents in Shanghai, including Colonel Mayne and Colonel Count von Schlippenbach, the British Consul-General and other Consular officials, and Chief Justice and Assistant Judge of the Supreme Court, Captain Startin, R. N. and other naval officers, Major Mackenzie, Captain Boisragon, and a large number of private friends of the General, and three cheers and a tiger were given as the launch left the jetty. The General was accompanied by two of his very popular officers, Captains Colomb and Young. It is a matter of very general regret that General Richardson's stay in Shanghai should have been so prematurely closed by the reduction of the British contingent here. Short as his stay here has been, it was long enough for him to make very warm friends of all who had the pleasure of meeting him. A distinguished officer and a genial charming gentleman, he was most welcome everywhere, and if, as is fully possible, the course of events in China should bring him back to Shanghai, his reappearance will be greeted as heartily as his departure is now regretted.

LOCAL AND GENERAL.

Communicable Disease.

During the week ended 21st inst. only 2 cases of plague and 2 deaths therefrom were reported in the Colony. From the Harbour, 3 cases of enteric fever were landed—all European, and 2 deaths resulted.

Li Hung-chang's Health.

On the 8th inst., Li Hung-chang was unwell with a cold, and had to call in the German doctor. Dr Velde. He managed, however, to attend the meeting on the following morning, being the first one to arrive. The old man is feeble, and, having finished another great and unpleasant task, will be ready to close up life.

Chinese Foreign Affairs.

It is reported from Peking that it has been decided to divide the new Ministry of Foreign Affairs into four principal departments, namely, International Intercourse; Finance; Public Works; and Affairs of the Commonalty. The departments have control, of course, only of such as may relate to Foreign and Chinese affairs; matters Chinese, pure and simple, of course, belong to the Six Boards.

Fire Promptly Extinguished.

Last night, a fire took place in a samshu store on the second floor of No. 369, Queen's Road Central. Damage to the extent of $150 was done. Had it not been for the prompt action of Sergeant Dymond and Constables Broomfield and Wilden, who hurried along with a despatch box and tackled the flames, considerable damage would have resulted. The flames were subdued before the arrival of the Brigade. The place was insured for $7,000 with Messrs Siemssen and Co.

A Military Concert.

We understand that a concert for the army and the navy will be given in the Soldiers' Club, Queen's Road, on Monday next, the 30th inst., at 8.30 p.m. An excellent programme is being arranged by Bandmaster Moir, Royal Welch Fusiliers, and to no one, it is needless to say, could the arrangements be left with more certainty of unqualified success. His Excellency the Governor is expected to attend, and will be received with a grand flourish of trumpets.

Na Tung in Japan.

The *Kobe Herald* of the 13th inst. reports:—Na Tung, Expiatory Envoy to Japan, was received in audience by His Majesty this morning, and presented an autograph letter from the Chinese Emperor. The Chinese Expiatory Envoy, to-morrow, will visit the grave of the late Mr. Sugiyama, Under Secretary of the Japanese Legation at Peking, who was murdered by the soldiers of General Nieh, and will hold a service after the Chinese ceremony. Mr Uchida, Vice-Minister of Foreign Affairs, and Mr Kato, of the Foreign Office, will be present at the ceremony.

Japanese Steel.

The experts at the Naval Dockyard, Kure, have been engaged on the manufacture of cast steel with iron obtained in Hoki province. They made steam and hand frames with this steel and it is reported to have been a splendid success. The authorities estimate that there will be a saving of two-thirds on expenses as previously incurred. They are arranging to extend the project to supply the several departments with the product. Mr Toyoda is credited with having organised and carried out the manufacture of this steel. He was at a French steel factory for several years before he was employed by the Kure Naval Dockyard. The Hoki iron which was used in the manufacture of the steel is said to be free from copper, sulphur and phosphorus, all of which are fatal elements for the casting of steel.

Launches at Shanghai.

At Messrs Farnham, Boyd & Co.'s Pootung branch, on the 16th inst., two tug-boats, built for the Taku Tug and Lighter Co., Ld., were most successfully launched. The boats are named the *Thames* and *Stirling* and their dimensions are as follow:—Length over all, 65 feet; length between perpendiculars, 62 feet; moulded breadth, 14 feet; moulded depth, 8 feet 9 inches. They are fitted with compound engines of the surface condensing type, with cylinders of 12 and 24 inches' diameter and a 16-inch stroke, the boilers being constructed to work at 100 lbs. pressure. The indicated horse power will be 150. The christening of the *Stirling* was performed by Miss Buyers and Miss Norah Buyers performed a similar duty for the *Thames*. The ceremony took place without a hitch, both vessels taking the water beautifully.

TELEGRAMS.

[REUTER'S SERVICE.]

PRESIDENT McKINLEY'S FUNERAL.

LONDON, 20th September, 1901.

President McKinley was interred in the presence of 70,000 persons.

Simultaneous services were held and tokens of sympathy expressed throughout the world.

SOUTH AFRICA.

Another Capture of Mounted Infantry.

Two guns, escorted by a company of Mounted Infantry, have been surrounded and captured by the Boers at Vlakfontein Lieutenant Barry was killed.

The Elands River Poort Casualties.

The casualty list gives 33 killed and 35 wounded in the Elands River Poort engagement.

PRINCE CHUN DECORATED BY THE GERMAN EMPEROR.

The German Emperor has conferred upon Prince Chun the Grand Cross of the Order of the Red Eagle.

THE LATE MR J. J. FRANCIS.

An Interesting Career.

Yesterday, the Chartered Bank received a telegram from Yokohama announcing the death, there, from apoplexy, of Mr John Joseph Francis K.C. During the past five years, Mr Francis has been in failing health, and on more than one occasion his life was despaired of, but a naturally strong constitution and extraordinary vitality enabled him to recover when hope had almost been abandoned. Within the past few months, he again became enfeebled in health, and went to Japan to recuperate. He was born in Ireland on 25th April, 1839, and was therefore, in his 63rd year.

We are indebted to our evening contemporary, the *Hongkong Telegraph*, for a copy of the following telegram received to-day:—

'Francis apparently well Sunday morning Grand Hotel; had early morning tea; boy went prepare bath, returned found Francis in fit; doctor summoned; died apoplexy; funeral to-day.'

The deceased gentleman had a remarkable career. The son of an Inspector of Schools in Ireland, he was educated for the priesthood, and was for a time in a Jesuit establishment in the neighbourhood of Windsor. A youth of much spirit and filled with a desire for a life of adventure, he joined the Royal Artillery, and came out to China as a non-commissioned officer in the British military expedition in 1859. He went up to Tientsin, but returned to Hongkong, and was stationed first at Saiwan and afterwards at Yaumati. He used to tell those with whom he was intimate many interesting reminiscences of that period, when he had charge of the Commissariat at Kowloon. On returning from North China, he was in hospital for a time, and was afterwards promoted to the rank of staff-sergeant, and employed in the Commissariat Department. Some time later, he purchased his discharge from the army, married, and commenced the study of law, varying his existence with some local journalistic experience. Recognising that he was a young man of great natural ability, Mr William Gaskell, solicitor, articled him as a solicitor's clerk. His articles had not expired when Mr Gaskell died, and they were transferred to Mr Edmund Sharp, who was afterwards Crown Solicitor of Hongkong. After undergoing a stiff examination, at which he greatly distinguished himself, he set up in practice, and subsequently brought out Mr M. J. D. Stephens from England to be his managing clerk and sold the business to him.

Even in his early years, Mr Francis was a man of ambitious aims, and he was fond of telling how, when he stood on the deck of the troopship and gazed upon the sparsely-built Colony of Hongkong, he gave expression to his determination to be Governor of the place some day. This remained an unrealised ambition, but, without any other aid than the gifts Nature had endowed him with, he certainly identified himself with the progress and history of Hongkong in a manner few of his contemporaries could have imagined possible. Having sold his solicitor's practice, he went to England, and after due study was admitted to the Bar. The first reference to Mr Francis in Dr E. J. Eitel's history chronicles the fact that he took a leading part in the founding of a Debating Society in 1872, and that he delivered a lecture on 'Jesuitism' in the City Hall on 19th December of that year. Dr Eitel's next chronicles Mr Francis' admission to practice at the local Bar on 16th April, 1877, and says: 'The admission to the Bar of Mr J. J. Francis added new zest to the local displays of forensic eloquence. For a time, however, Mr Francis found the path to his ambitions blocked. Mr Th. C. Hayllar, Q.C., was then the leading barrister, and secured all the most remunerative briefs, and during Mr Pope Hennessy's regime Mr Francis was constrained to accept a very minor employment, first as Acting Police Magistrate and afterwards as Acting Police Judge. It was always matter of regret to him that he was never offered the Puisne Judgeship, which, he felt, he could have filled with credit to himself and to the Colony.' This remained an unrealised ambition, but, without any other aid than the gifts Nature had endowed him with, he certainly identified himself with the progress and history of Hongkong in a manner few of his contemporaries could have imagined possible. Having sold his solicitor's practice, he went to England, and after due study was admitted to the Bar. The first reference to Mr Francis in Dr E. J. Eitel's history chronicles the fact that he took a leading part in the founding of a Debating Society in 1872, and that he delivered a lecture on 'Jesuitism' in the City Hall on 19th December of that year. Dr Eitel's next chronicles Mr Francis' admission to practice at the local Bar on 16th April, 1877, and says: 'The admission to the Bar of Mr J. J. Francis added new zest to the local displays of forensic eloquence. For a time, however, Mr Francis found the path to his ambitions blocked. Mr Th. C. Hayllar, Q.C., was then the leading barrister, and secured all the most remunerative briefs, and during Mr Pope Hennessy's regime Mr Francis was constrained to accept a very minor employment, first as Acting Police Magistrate and afterwards as Acting Police Judge. It was always matter of regret to him that he was never offered the Puisne Judgeship, which, he felt, he could have filled with credit to himself and to the Colony.' [illegible] satisfaction to all who practised before him. In due course, he became leader of the local Bar and had the honour of Queen's Counsel conferred upon him by Queen Victoria.

As a lawyer he had his limitations, but this was due to lack of early legal training rather than to lack of ability. Before he left Ireland, he had received a sound education, and his subsequent experience as a man of the world was of great benefit to him. His clever mind enabled him to grasp readily the main points of a case, and as a reader of character, and especially of Chinese character, he was never equalled at the local Bar. To this the whole of his experience contributed—his early training in Ireland, his life in the barrack room, his practice as solicitor, and his experience as magistrate and judge. He was expert at cross-examination, as many a Hongkong resident can recall to his discomfort; and though he was a man of ready temper he never bore malice, and did many an act of kindness, known only to those who enjoyed it. As a public speaker, judged by the highest standards, he was not first-class, his chief fault being an inartistic redundancy, but nevertheless he has been for long one of the readiest and certainly one of the most effective of our local public speakers. Up to the last he was of a buoyant, volatile nature, and his ready tongue was never heard to better advantage than when he entertained those around him in after-dinner reminiscence of the early days of the Colony. He was a devout Roman Catholic, and his tongue and pen were ever at the service of his religious superior.

In every public movement, Mr Francis took a prominent part. He was an enthusiastic volunteer, and for several years from 1880 was Commandant of the Hongkong Volunteer Corps. He never lost his interest in the Corps, and was always pleased to don the uniform and to attend the Commandant's party on guest nights at the Volunteer encampment. During the plague epidemic of 1894, he gave up practice to assist the local government in the suppression of the fell disease. The meetings of what were known as the Permanent Committee were held in his office in Bank Buildings, and it is no injustice to others who worked hard through that epidemic to say that Mr Francis energised the whole service and kept it fully and profitably employed. How inadequately those services of his were rewarded is now matter of history. The bestowal of a Companionship of the Order of St. Michael and St. George upon a young official who had worked under his direction, while he himself was awarded a paltry silver inkstand, stung him to the quick, and it was not in his nature to allow the neglect to pass unnoticed. Latterly, Mr Francis has thrown himself into the work of the Navy League and the China Association (of which he was Chairman at the time of his death). For many years, he served on the Sanitary Board, but here, candour compels us to affirm, he was not an unqualified success, and this may have operated to some extent in depriving him of support when he sought public suffrages for the Legislative Council. True to the instincts of his race, he was always best in opposition, and his opposition in the Sanitary Board was sometimes responsible for the waste of public time and the non-fulfilment of the very reforms he advocated.

At one time, Mr Francis was editor and proprietor of the *China Mail*, and at the time of his death had not severed the connection with the *Hongkong Telegraph* acquired in 1894.

Reference at the Magistracy.

At the Magistracy to-day, reference was made to the death of Mr J. J. Francis, K.C.

Mr F. B. L. Bowley, Crown Solicitor said—Your Worship, before proceeding with the business of the Court, I would ask your Worship to allow me to refer to the great loss which the legal profession and the whole Colony have sustained in the terribly sudden death of a familiar figure in this Court, the senior member of the local bar, Mr Francis, K.C., who at one time sat upon the bench your Worship now occupies. For over thirty years, he has been identified with this Colony and has practiced in its Courts with distinguished success; and we have become so accustomed to resort to his extensive knowledge and ripe experience in all difficulties that his loss will cause a gap in the Colony which must long remain unfilled. We mourn the loss to-day of a great lawyer, an eloquent and convincing speaker, and a personal friend. I am sure your Worship and all present will join in an expression of deepest sympathy with his sorrowing widow in her bereavement.

His Worship, Mr F. A. Hazeland, said:—Mr Bowley, I am sure it was a terrible shock not only to myself but to everybody in the Colony when we heard the sad news of the great loss sustained by the legal profession in this Colony by the death of Mr Francis. I need not dilate on his excellent qualities both as a man and a lawyer, but so far as I am personally concerned, I may say I have lost a great friend. There is a personal element in this matter. He always held a very high opinion of me owing to the fact that my father, as the then Crown Solicitor, was one of Mr Francis' examiners when he was admitted to practice in Hongkong. I am sure that great sympathy is extended to the widow in her suffering.

THE COCHRANE STREET CATASTROPHE.

The inquiry as to the cause of the collapse of houses Nos. 32 and 34, Cochrane Street, was re-opened to-day.

Tung Yik, blacksmith, gave evidence as to how his forge was placed and what he had in the shop. He also explained how his material was stored.

Sergeant Garrod gave evidence as to the state of the house when he visited it after the collapse. He found fire burning in the north-east corner of No. 32 on the ground floor. From what he saw, he was of opinion that the front wall had fallen out and the party wall had collapsed inside the two houses. There were no indications of any cock-loft for the storing of material, but a quantity of iron pipes, etc. was found in the blacksmith's shop.

The owner of the houses was recalled. He said there was a cockloft on the ground floor of No. 34 for the purpose of storing posts and beams. There was no similar cockloft in the blacksmith's shop. During the alterations, the stairheads which rested on the beams were moved outwards to the street and to remove them, these beams had also to be shifted.

Mr H. P. Tooker, Assistant Director of Public Works, said he carried out the duties of that office under the Building Ordinance and had done so since April, 1890. During that time, the work had increased immensely and from the time witness took over the duties up till June, 1900, the staff consisted of an engineer and an overseer besides himself. For a number of years, Mr Hazeland was his assistant and he was succeeded by Mr Xavier. Mr Semple, whom Mr Hazeland succeeded, had given the whole of his time to the Building Ordinance, but Mr Hazeland and Mr Xavier had only given half of their time as they had other duties to do. Mr Pearson, who resigned in June last year, gave his whole time to the work and after he resigned, there was nobody but Mr Xavier, and he in turn handed over the duties to Mr Crisp. The staff assisting witness was reduced from an assistant engineer and an overseer to an overseer only. Witness had made repeated representations to the head of his department about the insufficiency of the staff under him, and of late witness had been able to devote less and less time to the work of the Building Ordinance, as his other duties had increased so greatly. It was his duty to see that plans were in accordance with the Building Ordinance and then he passed them on to the Medical Officer who wanted the width of the street verified, and Mr Crisp was sent to do the work. The measurement was found to be correct, and permit D was issued to the architect on 17th November last year. These proceedings were in connection with No. 32, and the same procedure was followed in connection with No. 34 later. Witness did not at any time before the accident inspect the houses, nor did any other officer of the Department do so. Excepting with the approval of the Director of Public Works, the old part of a building in which alterations were being made must comply with the new Building Ordinance. It was the fact that, except with the approval of the D.P.W., all the walls of the lower storey must be of red brick and similarly no party wall could exceed 35 feet in length without a cross wall. With reference to the last point, witness had instructions from the D. P. W. not to enforce it in any case.

Was that direction the result of representations made by certain architects in this Colony?—Yes.

With regard to the bonding of the brickwork and the thickness of the wall, has the Director of Public Works any discretion?—Yes, with reference to old buildings, but not to new ones.

Continuing, witness said that the D.P.W. had discretion whether he would allow alterations and additions or not. He would not care to express an opinion as to whether the Surveyor General, according to the Ordinance, was or was not legally bound to inspect such alterations and additions. From plans B and E, he was of opinion that there were foundations to the old walls. It was the universal practice not to show foundations of old walls in plans, as it was not possible to show them correctly without opening them up—an unreasonable thing to expect. It was the practice of the P.W.D. to approve of plans submitted by a European architect without knowing whether the foundations were good or bad. The plans did not show whether the walls were of lime or red brick, nor did they show whether they were properly bonded; they couldn't.

Is it not necessary then to make a personal inspection on all these points before exercising the discretion of approving of alterations and additions to old buildings?—It is desirable.

Proceeding, witness said it was not possible to inspect foundations without opening them up, nor to find out whether a wall was properly built without cutting into it.

Doesn't plan B show that the houses are built on a slope?—Yes.

Then the lower party wall must be of a greater height than the upper party wall?—Yes, unless the foundations of the lower party wall are deeper.

Producing notes, witness said the floor level of No. 32 was a foot above the top of the footing, so that the plan was inaccurate. If the plan had been correctly drawn, it would have shown that the wall was over 50 feet high, and therefore not in accordance with the Ordinance. In plan E, the party wall was shown to be 50 feet high from a line six inches below the floor level. The footings, as a matter of fact, were 3 feet 10½ inches below the floor level of No. 34, and if the wall had been built in accordance with the plan it must have been 53 feet 4½ inches in height, and therefore not of the thickness required by the Ordinance.

If you, Mr Tooker, had examined the foundations before approving these plans, you would have found out all the things?—No, it is never the practice of the P. W. D. to examine the foundations. That is left to the architect.

At this stage, the Court adjourned for tiffin.

Upon resuming Mr Tooker said—It was usual in submitting plans to show the existing work as well as the intended new work in cases of alterations and additions. The plans produced did not do so. There was nothing to show that there was originally a couple of cross walls in these houses. This was a very important omission. There was nothing showing that the staircases were to be removed. In plan E there were no foundations shown of the new internal cross wall. The removal of the staircase would probably affect the stability of the party wall. No detail drawings of the verandah for No. 34 had been submitted to the P. W. D., and that was the reason for sending Mr Crisp to Cochrane Street in May. He was not sent to inspect it, merely to find out whether it was there or not.

Do you remember, Mr Tooker, seeing a leading article in the *China Mail* in August, 1899?—Yes, I believe I do.

It gave rise to a considerable amount of discussion did it not?—It did. I was not in the Colony at the time, but I saw it afterwards.

Before that time there had been several collapses, hadn't there?—I heard there were several during the time I was on leave.

And there have been several since?—Yes. Ever since I have been in the Colony, there have been collapses occasionally.

And knowing that fact, why did you pass these plans?—Most of the collapses were due to the typhoon. We could have told the architect to open the foundation. In theory that is all right.

Why did you not do it?—The usual practice for twelve years before was to approve of the plans if they were submitted by a European architect. We might have said we had no time to approve of these plans, but I don't think that would have been an excuse under the Ordinance.

Is there anything in the Ordinance that says you must approve of plans within a certain time?—No.

You have seen the buildings lately?—Yes.

In what remains of the buildings, can you point out any deviations from the plans?—Yes. On the ground floor of No. 34 there is an arch instead of a cross-wall. At the kitchen there is a large archway instead of a wall.

Is there any internal cross-wall as shown in the plan?—No.

Continuing, witness said there were no chimneys according to the plan. There was a pipe flue for ground floor only, and this was not in accordance with the plan. On the roof, there was a brickwork superstructure, about seven feet high and five feet square. It appeared to have been used as a cook-house. Alongside this was another super-structure. In No. 32 there was an arch instead of a cross-wall. The internal cross wall was not there at all, and there were no chimneys shown on the plan. There was a similar superstructure to that on No. 34, not quite so high. The side of the superstructure appeared to be built on the party wall between Nos. 32 and 34.

We have it already that the party wall was 53 feet 4½ inches high, so that the superstructure on top would increase the height to probably 60 feet?—Super-structures of this kind are not considered part of the party wall nor do they necessitate any increase in thickness.

Have these deviations had anything to do with the collapse?—In a slight degree. I don't think the want of chimneys, nor the super-structures had anything to do with it. I think, if the cross-wall had been built, it would have strengthened the building. I am still of the same opinion as expressed by me at last inquiry, as to the cause of the collapse.

Witness continuing said the vibration in the blacksmith's shop might have had an effect on the wall, but he did not think much. The wall would have come down notwithstanding the additions.

Mr Bowley—It might have stood for years that way.

Witness.—I doubt it.

Could you give us an idea of how many Chinese houses have had a fourth storey added to them lately?—During the year 1900, plans were received for 189 houses to be raised from three storeys to four storeys. The plans were all approved.

Witness asked leave to make a statement, which was granted. In 1890, he said, I was placed in charge of the Building Ordinance and works carried out under Annually Recurrent Expenditure. That included maintenance of Government Buildings, maintenance of Public Cemetery, maintenance of Praya Wall and Piers, maintenance of lighthouses, maintenance of Roads, all over the Colony, lighting the City, maintenance of Public Recreation Ground and maintenance of other works of a miscellaneous nature. Mr Brown was then Surveyor, and my staff consisted at that time of one assistant engineer, two overseers for roads, three overseers for buildings, one overseer in charge of cemetery and one overseer for Building Ordinance work, besides two or three native foremen. Mr Cooper succeeded Mr Brown 1891, and he gave me then another assistant engineer and added maintenance of telegraphs to my work. This staff was maintained up till the time I went on leave in March 1897. I returned to the Colony in March, 1898, and Mr Ormsby, who was was then Director of Public Works, told me I would have to do with one assistant engineer. That was Mr Hazeland, who was nearly all his time on Buildian Ordinagce work. Mr Ormsby added to my work maintenance of Buildings in New Territory and maintenance of Telegraphs in New Territory. I was on leave at home in the Autumn of 1898, and returned again to the Colony in December, 1899. My staff then consisted of one assistant engineer, two overseers of roads, four overseers of buildings, one overseer of the Cemetery, an overseer for the Recreation Ground, and a few native foremen. The principal overseer of buildings, Mr Gowanlock, resigned in June, 1900, and his appointment was not filled up at the time. It was not until 1st November, 1900, that an assistant overseer was appointed locally, and he was put on Government Building work. In the meantime, the principal overseer on roads, in October, 1900, went home on sick leave. He died on passage home. His place was not filled up until the other day, and I was left with one overseer for roads and telegraphs in the Colony and for telegraphs in the New Territory until the beginning of 1901, when I was given the assistance of an assistant overseer. He was a sick man, and could do very little, and he was taken away again in February, 1901. I was then left with one overseer for roads and telegraphs, until about the middle of the year, when I got the assistance of Mr Carroll, who was appointed overseer of sewers. He worked with me for about a month and got sick and had to go home on leave. I was again left with one overseer for roads and telegraphs. Just recently another Overseer was appointed for roads and two more Portuguese foremen.

Hon. W. Chatham, Acting Director of Public Works, having given evidence,

Mr Bowley summed up, the effect of his remarks being a strong condemnation of the way in which plans were approved and buildings supervised by the Public Works Department. In conclusion, he said the Ordinance had been allowed to dwindle down to a farce and he asked his Worship to bring in a verdict in this matter in addition to his previous finding that he found that the deaths of these 43 people was due to the adding of a new storey to a rotten party wall, and that the architect who recommended the addition and the Department that sanctioned it were guilty of gross negligence in the matter.

His Worship fixed Wednesday morning at ten o'clock for the pronouncement of his verdict.

THE LATE CAPT. CLEMENS.

Ghastly Experiments.

The circumstances surrounding the death of Captain Clemens are fresh within the memory of all, says the *N.-C. Daily News*.—It will be remembered that deceased was found dead in his cabin aboard the *Kwangping*, on the morning of the 2nd April last, shot through the head. On the 13th of April a lengthy enquiry was held at the German Consulate into the circumstances of the death, and as a result of this enquiry the Court found that death was either self-inflicted or accidental. Many people who knew Capt. Clemens have been dissatisfied with this verdict, in that it cast a slur upon the deceased's memory and was most distressing for his relations, and it was further asserted that it might be possible to show that the deceased gentleman could not have committed suicide, under the circumstances.

Through the courtesy of Captain Ehrhardt, assistant-manager for the Chinese Engineering and Mining Company, some very interesting experiments were made on board the steamer *Kwangping* yesterday morning, under conditions as nearly possible similar to those existing at the time of Capt. Clemens' death. Among those present and assisting during the experiments were Detective-Inspector Armstrong, Detective-Sergeant Gilfillan, Capt. Ehrhardt, Messrs H. Forrester and G. J. T. Newman, and three bluejackets from H.M.S. *Arethusa*.

The first experiment was to test the sound and effects of smoke from a rifle shot fired in the captain's cabin. The skylights and windows of the cabin were closed, the cabin door left open and the chart-room door closed, as was the case when Captain Clemens was found dead. Mr Forrester then lay in the bunk and fired off the rifle, pulling the trigger with his foot. The room was immediately filled with dense smoke, which penetrated to the chart-room. Ten minutes later the three bluejackets, who had not been in the room previously, entered and found that the cabin was still full of smoke, the smell of which could not be taken for anything but that of gunpowder. The sound of the shot could be heard distinctly in the chart-room and on the bridge; indeed, standing on the bridge near the wheel, one could feel the concussion to the feet when the shot was fired, and the report was easily distinguishable as that of a gun. This and all the experiments were made with cartridges exactly similar to that found in the weapon by which Captain Clemens met his death. In order that each of those present should have an opportunity of hearing the report from different standpoints, more shots were fired in the cabin, but the opinion was general that the sound was that of a gun and could not easily be taken for anything else.

The next experiment was the firing of a shot into a leg of mutton which was placed where Captain Clemens' head had lain. The reason for this was that it was thought that the firing into flesh at close quarters might deaden the sound. The rifle was fired with the muzzle about half-an-inch from the flesh, but in this case the sound was just the same as before and carried quite as far, the mutton being scorched over a similar area to the burnt portion of Captain Clemens' face as seen when the body was exhumed in April.

The remainder of the experiments had reference to the pulling of the trigger with the toe and the arrangement of the bedclothes. A bluejacket lay in the bunk, with the clothes arranged as they had been found when Captain Clemens' body was discovered. The man had great difficulty in finding the trigger with his toe and also found it hard to pull. In raising and bending the knee to pull the trigger it was seen that the bedclothes must be disarranged. Another noteworthy fact was that in each case in which this experiment was made, the man's natural inclination was to grasp the rifle firmly with both hands, the left at the muzzle and the right a little further down. When Captain Clemens was found dead, however, his right hand was not grasping the rifle at all.

The whole of the experiments went to show that if Captain Clemens did commit suicide, he did so under almost impossible conditions, when far more easy ways were open to him.

Bluejacket Drowned.

The *N.-C. Daily News* of the 16th inst. reports:—A sailor on board H. M. S. *Kinsha* whilst endeavouring to fix something in connection with the anchor, while the vessel was about to moor on Friday, accidentally slipped and fell overboard. A boat was immediately lowered, and a launch passing at the time helped to look for the man, but they were unsuccessful.—At a Coroner's Inquest held on the 17th inst., Arthur Kemp, second-class petty-officer of H. M. S. *Arethusa*, but lately employed on board H. M. S. *Kinsha*, stated that on Friday morning the *Kinsha* left her moorings in the stream to move further up river. There was a new anchor and the port cable was not shackled to the anchor. The shackle was too small for the hook. Prodgers was sent with another man and witness to be ready to let go the anchor. He got over the side to unhook the cat-block. Previous to that he had a bowline round him. To cast off the stop, he sat on the anchor. After he had cast it off, he stood up to jump in-board, but the anchor swerved and he fell into the water. Witness cried out 'Man overboard' and then ran aft. A boat was lowered, and Prodgers was seen in the water, 50 yards astern. A sampan and a steam launch came from opposite directions to pick the man up, but he disappeared before they could get up to him. It was quite an accident that he fell in the water and could not have been avoided. When Prodgers stood up, the bowline must have dropped around his feet, as it was left on the anchor when deceased fell into the water. Witness did not think that deceased struck against anything as he was seen swimming strongly astern of the vessel. After Alfred John Brooker, ordinary seaman of H. M. S. *Arethusa*, employed on H. M. S. *Kinsha*, had given corroborative evidence, the jury expressed themselves satisfied with the evidence before them, and returned a verdict that deceased was accidentally drowned. They also added a rider to the effect that nobody on board H. M. S. *Kinsha* was to blame or responsible for the death of deceased.

CUSTOMER: "You have a notice in your window: "A suit of clothes made while you walk." Do you really do that?" Tailor: "Yes sir. You leave your order with a deposit and then walk until the garments are made."

WATER CARNIVAL AT KOWLOON.

Brilliant weather favoured the aquatic carnival at the Victoria Recreation Club's quarters at Kowloon on Saturday afternoon, and consequently there was a very large gathering of ladies and gentlemen—indeed there has never been a larger crowd seen at any of the Club's exhibitions. As during the three days of the annual sports, the public were accommodated on one side of the enclosure in a huge and gaily decorated temporary grand stand, and on the other side on a large lighter, while the roadway was thronged with wonder-struck Chinese. The excellent band of the Royal Welch Fusiliers discoursed charming music all afternoon. The programme, consisting of nine events, opened with the undecided four length heat between S. R. Moore and N. H. Alves. Moore owed 3 seconds and Alves 18. The latter won a good race. The tub race in fancy costume evoked much laughter. The costumes were of the absurd beyond description, but the antics of the various competitors in their efforts to paddle themselves along their awkward craft were even more so. There was no want of entries for any of the events. The two lengths' leap-frog race was very exciting and at the same time amusing. Ten pairs took the field, and Stopani and R. Lapsley won after a hard struggle. The greasy pole was altogether too greasy. The competitors could not go more than half way along, and his duckship, caged up at the end of the pole, 'sat tight' and was therefore saved the trouble of being chased all round the pond. The prize for this event was withheld, but it might have been given to the man with the big boots who crawled along the pole snakeways and took more of the grease into the water with him than all the other competitors combined. The two lengths ladies' nomination was well contested, and Mr Razack deserved his victory. The high dive was another good item. The funny men excelled themselves, one individual performing a double somersault which earned loud applause. The two lengths blindfold race was very laughable, especially at the turn, when those who had led for the first length bumped heads with the laggards who were still doing the outward journey. Some of the competitors too, seemed to get rather hopelessly mixed up as to their bearings. This event was followed by a wild prehistoric sort of fight on a couple of rafts, described as a tournament. This laughable item over the people repaired to the gymnasium. Here were laid out a splendid collection of beautiful and costly prizes, including those won at the annual three days' sports. They consisted of silver cups, bowls, tumblers, cigar and cigarette cases, toilet cases, ornaments, gold and silver badges, silver-mounted canes and walking sticks, etc. The handsome Water Polo Shield presented by the community in 1898 occupied a prominent place, but the articles which attracted most attention were the magnificent silver salver, tea service and inscribed cigar case, the gifts of the Club to the late President, Commander Hastings.

At about 6.30 the Hon. H. E. Pollock, K.C., called upon Mrs Hastings to present the prizes. He said,—Ladies and gentlemen, we are very fortunate indeed this afternoon in having Mrs Hastings here to give away our prizes, and I am sure it is exceedingly kind of her, seeing that she only arrived in this Colony a few days ago from England, and must therefore have a great many matters to attend to. But as all of you who have been any time in the Colony know, Mrs Hastings has always evinced a very great interest indeed in the proceedings of the Victoria Recreation Club. I will now call upon her to give away the prizes. (Hear, hear, and applause.)

Mrs Hastings then gave out the prizes to the following winners:—

FIRST DAY—THURSDAY, 5TH SEPTEMBER.

Half-Mile Championship of the Colony.—1, A. A. Alves; 2, N. H. Alves.

Two Lengths Handicap (Veterans).—1, A. M. Roza Pereira (Senr); 2, M. McIver.

Plunging.—1, A. Humphreys; 2, A. Loureiro.

Four Lengths Handicap.—N. H. Alves and S. R. Moore (dead heat).

Four Lengths (Army, Navy, and Police).—1, Sergt. Major Wiseman, R.A.M.C., 2, Private W. Roberts, R.W.F.

Two Lengths Handicap.—1, N. H. Alves; 2, H. Lammert.

SECOND DAY—FRIDAY, 6TH SEPTEMBER.

Championship of the Colony (200 yards).—1, N. H. Alves; 2, A. A. Alves.

Swim Under Water.—1, A. Humphreys; 2, M. A. Razack.

Boys' Race (11-15).—1, E. L. Alves; 2, J. Ribeiro.

Team Race.—A. A. Alves' team. Names—A. A. Alves (captain), F. M. Roza Pereira, R. Henderson, F. D. Bain, S. R. Moore, F. J. V. Jorge, Jr.

THIRD DAY—SATURDAY, 7TH SEPTEMBER.

Running Header from Springboard.—1, A. A. Alves; 2, E. Jorge.

High Dive.—1, A. A. Alves; 2, F. Jorge.

Ladies' Nomination.—1, A. A. Alves; 2, A. J. Mackie; 3, N. H. Alves.

Water Polo.—Winning Team—A. E. S. Alves (captain), A. Loureiro, A. Humphreys, F. M. Roza Pereira, F. D. Bain, C. M. S. Alves, R. Henderson.

Consolation Race.—A. E. S. Alves.

Championship of the Club (a special prize awarded to winner of most points in non-handicap events). Presented by Hon. H. E. Pollock, K.C.—A. A. Alves. The prize was a very handsome silver cup.

WATER CARNIVAL.

Four Lengths Handicap (Final).—1, N. H. Alves; 2, S. R. Moore.

Tub Race—C. E. Alves. Best costume, E. R. Miller.

Two Lengths (Leap-Frog).—W. Stopani and R. Lapsley.

Ladies' Nomination.—1, M. A. Razack; 2, C. M. S. Alves; 3, H. Seth.

Blindfored Race.—A. Humphreys.

Egg and Spoon Race.—J. H. R. Hance.

Water Polo Challenge Shield:—Winning team—A. E. Alves (captain), C. A. Hance, F. D. Bain, N. H. Alves, A. Humphroys, R. Lapsley, F. Jorge. The winners received a gold badge each, and hold the Shield for one year.

Second team (silver badges):—L. Cor. Holland (captain), Corporal Hogg, Private Roberts, Private Collins, Private Gregory, Private Monk, Private Andrews.

As each competitor stepped forward to receive the reward of his prowess he was greeted with cheers. As the shield-winners stood receiving their badges from Mrs Hastings, some wags at the back whistled 'See the Conquering Hero,' while the runners up were favoured with 'Men of Harlech.' The presentation of prizes having concluded,

The Chairman, addressing Commander Hastings, said—Captain Hastings, it is my pleasant privilege this afternoon, on behalf of the members of the Victoria Recreation Club, to make a presentation to you in recognition of your very valuable service as Chairman of the Club. These services are very highly appreciated indeed by the members of the Club, especially in view of the fact that you were chairman at a very difficult time indeed, when the old building of the Club was knocked down to make way for what I believe is admittedly the most somewhat libellously called 'Naval Works Extraordinary.' (Hear, hear). The thanks of members are also due to you in particular for your advocacy of the claims of the Club, when the Naval Yard reclamation is finally made, that a corner should be found on that reclamation for the Club's new premises. (Applause). In that project you have met with consistent support from the president of our Club, H.E. the Governor, and I may say that although nothing is definitely settled as yet the naval authorities are disposed to view this important matter in a very friendly and sympathetic spirit. (Hear, hear). Members may therefore confidently hope, I think, that in the course of a few years this Club will be so fortunate as to possess a nice building upon the north-west corner of the Naval Yard reclamation, with water sheltered from the prevailing wind in winter in the lee of that reclamation. (Applause.) I think, Captain Hastings, it is unnecessary for me to say anything further in making this presentation. The services you have rendered for the Club are very well-known and appreciated, and I would ask you now, on behalf of the members of the Victoria Recreation Club, to accept this testimonial of the very great regard in which you are held by them. (Applause.)

Mr Pollock then handed to Commander Hastings cases containing a silver salver, a tea set, and a beautifully chased silver cigar case bearing the following inscription:—'Victoria Recreation Club, Hongkong, 21st September, 1901. To Commander W. C. Hastings, R.N., in recognition of the many valuable services rendered to the Club during his tenure of the office of Chairman.'

Commander Hastings, who was received with cheers, said—Mr Chairman and members of the Victoria Recreation Club, I have to thank you very sincerely for the exceedingly beautiful presents I have received from you. Anything I may have tried to do for the Club I assure you was a labour of love. (Laughter.) The Chairman of a club like this has really a very easy time of it indeed. He has an excellent committee, who always keep him straight when he tries to go out of the beaten path. The people who have to work hard are the secretaries, and one chairman wears out a number of secretaries. (Laughter.) I have had Mr Armstrong, Mr Machell, Mr Yule, Mr Reid, and—oh, I am sure I have forgotten one or two. As far as anything I was able to do at the time I was on leave went, I think the thanks of the Club are due to Admiral Holland. When I saw Mr Austin Chamberlain, then Civil Lord of the Admiralty, I found he knew more than I did. He produced a plan by Admiral Holland, and in fact I found the whole thing cut and dried. I assure you, ladies and gentlemen, I should have done more happily if this presentation had not been so utterly unexpected. That is one thing a chairman has to do—to make speeches now and again. I always used to have plenty of warning about these things, but on the present occasion I got no warning whatever. (Laughter.) I will ask you to excuse me, ladies and gentlemen, for the lame way in which I have returned thanks for your beautiful presents. (Cheers and applause).

Hon. H. E. Pollock then handed a beautiful bouquet to Mrs Hastings, and the company raised hearty cheers. The proceedings terminated with the band playing the National Anthem.

THE OSAKA SHOSEN KAISHA, LTD.

FOR TAMSUI, SWATOW & AMOY.

THE Company's Steamship
DAIJIN MARU,
Captain T. UGATA, will be despatched for the above on SUNDAY, the 29th Inst.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 23, 1901. 1965

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship
HAIMUN,
Captain PASSMORE, will be despatched for the above Ports, TO-MORROW, the 24th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 23, 1901. 1974

To-day's Advertisements

NOTICE.

WE have this day REMOVED our OFFICES to the P. & O. BUILDING, Second Floor, No. 22, Des Voeux Road.

BENJAMIN, KELLY & POTTS.
Hongkong, September 23, 1901. 1970

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has this day sold by Public Auction a Quantity of DAMAGED BUTTER in 1 lb. and 2 lb. tins.

The tins have been marked with a cross, scratched on the cow's head.

GEO. P. LAMMERT,
Sole Agent for Wood's Victorian Table Butter in China, Japan and the Phillipine Islands.

Hongkong, September 23, 1901. 1969

A DINNER will be given to the MEMBERS of the STRAITS and SHANGHAI CRICKET TEAMS during the week ending 16th November, at the City Hall.

Subscription $10.00.

LISTS for SUBSCRIPTION will be exhibited at the HONGKONG CLUB and the CRICKET CLUB, or Names may be sent in to the Undersigned.

E. GUMPERT,
c/o Messrs. Caldbeck, Macgregor & Co.
Hongkong, September 23, 1901. 1971

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

FRIDAY,

the 27th September, 1901, at 2.30 p.m., at No. 11a Praya East, Wanchai,

A QUANTITY OF
HOUSEHOLD FURNITURE.
(Full Particulars in Catalogue).

On view from Thursday, the 26th September.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, September 23, 1901. 1972

THE TRADE MARK ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that ROBERT LYMAN RICHARDSON, of Victoria in the Colony of Hongkong, carrying on business in copartnership with others under the style of 'Bradley & Co.,' has on the 14th day of Sept., 1901, applied for the Registration in Hongkong in the Register of TRADE MARKS, of the following TRADE MARK:—

The distinctive device of a lighthouse standing upon a rock surrounded by water. The lighthouse is within a circle, and between this circle and an outer circle are the words 'Portland Cement' 'First Quality.' On one side of the rock appear the words 'Trade Mark,' on the other appears the word 'Registered' in the name of Bradley & Co., who Claim to be the Proprietors thereof.

The TRADE MARK has been used by the Applicant in respect of the following Goods:—

CEMENT in Class 17.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned.

Dated the 23rd day of September, 1901.

WILKINSON AND GRIST,
Solicitors for the Applicant,
70, Queen's Road Central,
1968 Hongkong.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
THALES,
Captain ROBSON, will be despatched for the above Ports, TO-MORROW, 24th Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 23, 1901. 1966

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
LOONGMOON,
Captain SCHULDT, will be despatched for the above Port on THURSDAY, the 26th Sept., at 3 p.m. and is now ready to take cargo.

This Steamor has superior Accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, September 23, 1901. 1967

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 7th October, at 1 p.m., the Company's Steamship *NATAL*, Captain BOUIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES *Via* BOMBAY.

This Steamer connects at COLOMBO with the S. S. *Tonkin* which, vessel takes on her Passengers and Mails, leaving that Port on the 19th Oct., direct to SUEZ, PORT SAID & MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th Oct. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

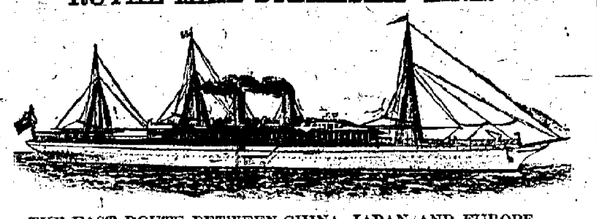
For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, September 23, 1901. 1973

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.,

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(*Subject to Alteration.*)

EMPRESS OF JAPAN...Comdr. H. PYBUS, R.N.R ..... WEDNESDAY, 25th Sept./1901
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R...WEDNESDAY, 23rd Oct./1901
* *TARTAR* 4425 Tons.....Comdr. E. BUETHAM, R.N.R.....WEDNESDAY, 6th Nov./1901
EMPRESS OF INDIA....Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Nov./1901
**ATHENIAN*, 3882 Tons..Comdr. H. MOWATT .....WEDNESDAY, 4th Dec./190

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of:

Passengers booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage apply to

D. E. BROWN, *General Agent*,
Hongkong, September 19, 1901. PEDDER STREET. 1112

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PREUSSEN	THURSDAY, 3rd October.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PREUSSEN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINIE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship PREUSSEN, of the NORDDEUTSCHER LLOYD, Captain E. PREHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 1st October, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

1947 **Melchers & Co.**, *Agents.*

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
TIENTSIN	KWEIYANG	25th September.
TIENTSIN	KIUKIANG	27th September.
CHEFOO and NEWCHWANG	CHANGSHA *	25th September.
SHANGHAI	TSINAN *	3rd October.
MANILA	CHINGTU *	12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHINGTU *	12th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Hongkong, September 23, 1901. *AGENTS.* 75

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
S.S. *Arabia*, Capt. SACHS, 5th October, Freight.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
S.S. *Koenigsberg*, Capt. CHRISTIANSEN, 19th October, Freight and Passengers.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO
S.S. *Bamberg*, Capt. JACOBS, 2nd November, Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.
S.S. *Segovia*, Capt. FOEROK, 16th November, Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.
S.S. *Marburg*, Capt. VON BINZER, 30th November, Freight.

For further particulars, apply to

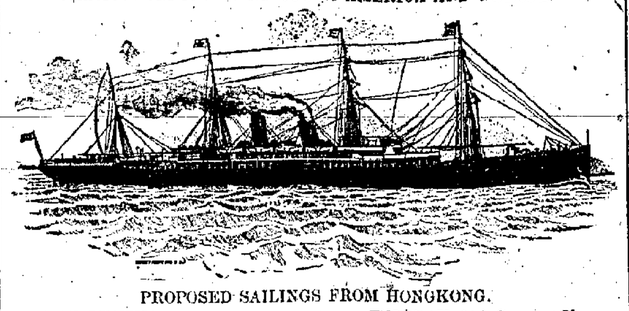
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
1560 *Queen's Buildings, No. 1.*

Shipping.

U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING	TUESDAY, 24th Sept., at Noon.
GAELIC	WEDNESDAY, 2nd Oct., at Noon.
CHINA	SATURDAY, 19th Oct., at Noon.
DORIC	TUESDAY, 29th Oct., at Noon.

THE P. M. Company's Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 24th Sept., at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States o Canada.

Passengers holding through ORDERS TO EUROPE have the choice ofr the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (First Class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials, of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at $100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, September 11, 1901. GEO. ECKLEY, *Acting Agent.* 980

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer.	*Tons.*	*Captain.*	*Proposed Sailing.*
Olympia	2837	J. Truebridge	October 1
Queen Adelaide	2832	F. McNair	October 8
Victoria	3502	J. Panton	October 15
Brueuar	3601	W. Watt	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, *General Agents.*

Hongkong, September 13, 1901. 422

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	NESTOR	1st October.
GLASGOW AND LIVERPOOL	LAERTES	9th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	AJAX	1st October.
LONDON	PYRRHUS	15th October.
LIVERPOOL DIRECT, (Taking Cargo at LONDON Rates),	ULYSSES	15th October.
LONDON	CALCHAS	29th October.
LONDON	NESTOR	12th November.
LIVERPOOL DIRECT, (Taking Cargo at LONDON Rates),	DARDANUS	15th November.
LONDON	MACHAON	20th November.

For Freight, apply to

Hongkong, September 23, 1901. BUTTERFIELD & SWIRE,
2402 *Agents, O. S. S. Co.*

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
INABA MARU, W. BAINBRIDGE,	KOBE & YOKOHAMA.	FRIDAY, 27th Sept., at Daylight.
ROSETTA MARU, N. TATE,	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 27th Sept., at 4 p.m.
SANUKI MARU, W. TOWNSEND,	MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 4th Oct., at Daylight.
YAMAGUCHI MARU, S. YOSHIZAWA,	MOJI, KOBE & YOKOHAMA.	TUESDAY, 8th Oct., at Noon.
SHINANO MARU, G. E. V. COOK,	KOBE and YOKOHAMA.	FRIDAY, 11th Oct., at Daylight.
KAGOSHIMA MARU, K. KOEI,	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 11th Oct., at Noon.
KINSHIU MARU, F. J. HORTON,	VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 19th Oct., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, *Manager.*

Hongkong, September 23, 1901. 779

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SHANGHAI	*Bengal*	C. L. VALENTINI	About 27th Sept.
LONDON, &c.	*Chusan* *	C. L. DANIEL, R.N.R.	Noon, 28th Sept.
SHANGHAI AND KOBE	*Socotra* †	T. H. HIBE, R.N.R.	About 4th Oct.
SINGAPORE AND BOMBAY	*Tientsin* † ‡	W. W. COOKE, R.N.R.	About 5th Oct.
LONDON	*Formosa*	B. H. W. SNOW	About 5th Oct.

* See Special Advertisement. † For Freight only.

‡ Calling at PENANG and COLOMBO if sufficient inducement offers.

For Freight or passage, and further Particulars, apply to

H. A. RITCHIE, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, September 21, 1901. 970

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship LOKSANG, Captain LEASK, will be despatched as above on SATURDAY, the 28th Inst., at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 21, 1901. 1955

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu)	Saturday, Oct. 12, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, Nov. 5, at Noon.
America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu)	Thursday, Nov. 28, at Noon.

THE Twin-Screw S. S. *HONGKONG MARU* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th October, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, *Acting Agent.*

Hongkong, September 18, 1901. 1898

THE UNITED STATES AND CHINA-JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship LONGSHIPS, Captain MOORE, will be despatched as above on or about 15th October.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 10, 1901. 1882

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U. S. A. to the Orient.

For further particulars, apply at

THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK;

To the Agents of the Company at Japan, China, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, July 26, 1901. 1047

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW & AMOY.

THE Company's Steamship ANPING MARU, Captain S. ATSUMI, will be despatched for the above Ports, on WEDNESDAY, the 25th Inst., at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 11, 1901. 1890

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *OHUSAN*, Captain C. L. DANIEL, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 14, 1901. 1908

GLEN' LINE OF STEAMERS

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship GLENGYLE, Captain T. DARKE, will be despatched as above on the 28th September.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, August 28, 1901. 1781

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship ANAPA, will be despatched for the above Port on about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, September 16, 1901. 1907

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, Etc.

Strathgyle ..... About 15th Oct.

THE Steamship *Strathgyle* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Viâ* MOJI, KOBE, YOKOHAMA and HONOLULU, on or about 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, September 17, 1901. 1474

SHEWAN TOMES & Co.'s NEW YORK.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship ADANA, Captain ——— will be despatched for the above Port on 10th November.

For Freight, apply to

SHEWAN, TOMES & CO.
Agents.

Hongkong, September 21, 1901. 1961

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship LAISANG, Capt. PAYNE, will be despatched as above on TUESDAY, the 24th Sept., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 17, 1901. 1926

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship LAOS, Captain RIQUIER, will be despatched for the above Ports on or about TUESDAY, the 24th Instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, September 17, 1901. 1930

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Company's Steamship DIAMANTE, Capt. J. RATTENBURY, will be despatched as above on WEDNESDAY, the 25th Sept., at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, September 21, 1901. 1959

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

MOGUL	About 25th Sept.
SATSUMA	About 20th Oct.
KURDISTAN	About 5th Nov.
LENNOX	About 20th Nov.
RICHMOND CASTLE	End November.
ORONSAY	———
HILLGLEN	———

For Freight and further information Apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, September 13, 1901. 1902

THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE,

Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other Points of the UNITED STATES in connection with the GREAT NORTHERN RAILWAYS CO.'S LINES.

THE Steamship *TEENKAI*, Tons 4,642, Commander H. C. HARRIS, is due here on 24th inst., and will have quick despatch.

For rates of Freight and further Particulars, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, September 6, 1900. 1885

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship CARINTHIA, Captain MARROCHINO, will be despatched as above on THURSDAY, the 26th Inst., in the Afternoon.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, September 23, 1901. 1946

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING, VIA SWATOW AND AMOY.

THE Company's Steamship MAIDZURU MARU, Captain T. SAITO, will be despatched for the above Ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 19, 1901. 1945

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AIRLIE, Capt. ST. JOHN GEORGE, will be despatched for the above Ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 9, 1901. 1668

Shipping.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship ROSETTA MARU, 3,411 Tons Gross, Captain N. TAIT, will be despatched for the above Port on FRIDAY, the 27th Instant, at 4 p.m.

This Mail Steamer is provided with superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by Steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, *Manager.*

Hongkong, September 20, 1901. 1954

FOR NEW YORK.

THE 3/3 A. I. I. American Ship MANUEL LLAGUNO will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, July 8, 1901. 1421

Dentistry.

AMERICAN SYSTEM OF DENTISTRY AT 39, *QUEEN'S ROAD CENTRAL*, CHADWICK KEW, (LATE OF POATE AND NOBLE.)

Hongkong, July 12, 1897. 2586

DENTISTRY.

SUI SANG, Lately Practising with Dr. I. SAKATA DENTIST. *No. 4, Queen's Road Central.*

Hongkong, January 1, 1898.

SIEN TING, *Surgeon Dentist*, No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 24, 1900. 628

DENTISTRY.

AMERICAN SYSTEM WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, Queen's Road Central.

Hongkong, October 3, 1899. 2190

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

$14 per Annum (including Postage).

'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

報日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

$6 per Annum *delivered in Hongkong.* **$12.50** *to all Coast Ports.*

5 WELLINGTON STREET, HONGKONG.

Orders booked by Manager. 'CHINA MAIL.'

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES, *Reprinted from 'The China Mail.'* WITH AN APPENDIX.

To be had at the OFFICE OF THIS PAPER. Messrs. KELLY & WALSH, LTD. And Messrs. W. BREWER & Co.

Price, 50 Cents.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN, Entrusted to the SOCIETY of the 'MISSIONS ETRANGERES.' (Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, LTD.

CHINESE SCHOOL BOOKS:

I.—Sam Tsz King.
II.—Ts'ien Tsz Man.

Translated into English by Dr. E. J. EITEL.

PRICE: 30 Cents the Set.

'CHINA MAIL' Office, 5, Wyndham Street.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Lightning* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once. Cargo remaining on board after 2 p.m. of the 24th Instant, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, SONS & Co., *Agents.*

Hongkong, September 20, 1901. 1953

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CEYLON*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day, the 18th Inst.

Goods not cleared by the 24th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a Certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, *Superintendent.*

Hongkong, September 18, 1901. 1938

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

ALL Shanghai and Northern Cargo ex s. s. *Trieste* from Trieste and Ports of call will be forwarded per s. s. *LYEE-MOON* hence to SHANGHAI.

SANDER, WIELER & Co., *Agents.*

Hongkong, September 17, 1901. 1937

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship *Trieste*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

This Vessel brings Cargo:—

From VENICE, ex s. s. *Meteovich*, transhipped at TRIESTE. From BOMBAY, ex s.s. *Gisela*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 23rd Inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd Inst. will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., *Agents.*

Hongkong, September 16, 1901. 1929

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages **2, 3, 6** and **7**, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID.

'CHINA MAIL' Office, Dec. 1900.

THE

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.)

SUBSCRIPTION, DAILY (postage extra), delivered free locally, $30 a year. WEEKLY, Post Free, $20 a year.

ADVERTISING RATES. Per inch (8 lines), $1.20, one insertion; $2.80, three times; $4, a week; $8, a first month; subsequent months, $4.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."

Orders booked by MANAGER, *China Mail.*

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500
RESERVE FUND	£ 40,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months	4 %
" 6 "	3½ %
" 3 "	2½ %

J. THURBURN, *Manager, Hongkong.*

Hongkong, April 1, 1901. 234

THE YOKOHAMA SPECIE BANK, LIMITED,

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	" 18,000,000
CAPITAL UNCALLED	" 6,000,000
RESERVE FUND	" 8,310,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	TIENTSIN.	NEWCHWANG.

LONDON BANKERS: The London Joint Stock Bank, Limited, Parr's Bank, Limited, The Union Bank of London, Limited.

HONGKONG BRANCH—Interest allowed.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI, *Manager.*

Hongkong, April 17, 1901. 589

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL,	Tls. 5,000,000
PAID-UP CAPITAL,	" 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON,	PEKING,
CHEFOO,	PENANG,
CHINKIANG,	SINGAPORE,
CHUNGKING,	TIENTSIN.
HANKOW,	

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months	3%
" " 6 "	4%
" " 12 "	5%

E. W. RUTTER, *Manager.*

Hongkong, January 18, 1901. 1970

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000.
RESERVE FUND—	
Sterling Reserve, $10,000,000	
Silver Reserve ... 3,750,000	
	$13,750,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS:—

K. SHEWAN, ESQ.—Chairman.
Hon. J. J. Bell Irving.—Deputy Chairman.

A. Haupt, Esq.	H. Schübart, Esq.
D. Meyer Moses, Esq.	N. A. Siebs, Esq.
R. L. Richardson, Esq.	H. W. Slade, Esq.
	H. E. Tomkins, Esq.
A. J. Raymond, Esq.	Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong—Sir T. JACKSON.

MANAGER: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months	2½ per cent per annum.
" 6 "	3½ " "
" 12 "	4 " "

T. JACKSON. *Chief Manager.*

Hongkong, August 17, 1901. 366

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, T. JACKSON, *Chief Manager.*

Hongkong, October 3, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,	£1,000,000.
PAID UP CAPITAL,	£ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.

CHAN KIT SHAN, Esq.	C. EWENS, Esq.
CHOW TUNG SHANG, Esq.	J. T. LAUTS, Esq.

Chief Manager: GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%.

Hongkong, March 18, 1901. 117

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853. HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£575,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD, *Manager.*

Hongkong, July 9, 1901. 846

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES.

BERLIN.	CALCUTTA.
HANKOW.	TIENTSIN.
TSINGTAU (KIAUTSCHOU).	

LONDON BANKERS: Messrs N. M. ROTHSCHILD & SONS. Union Bank of London, Ltd. Deutsche Bank (Berlin), London Agency Direction der Disconto Gesellschaft.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

E. F. GROS, *Acting Manager.*

Hongkong, May 30, 1901. 296

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP	$1,000,000.
RESERVE FUNDS	125,000.

Directors: J. S. VAN BUREN, Esq. C. EWENS, Esq. | C. S. SHARP, Esq. H. W. SLADE, Esq. | HO TUNG, Esq.

General Managers: Messrs JOHN D. HUMPHREYS & SON.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON, *General Managers.*

Hongkong, May 13, 1901. 361

Insurances.

The Equitable Life.

Policies Are Sight Drafts at Maturity.

Surplus Fund (from which dividends are to be paid) **Over £13,700,000.**

F. KIENE, *Manager,* Hongkong.

2607

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOTZ, s'JACOB & Co.

Hongkong, March 31, 1900. 738

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000. CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £3,459,044. TOTAL ANNUAL INCOME, £1,103,883.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co., *Praya Central.*

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

Authorised Capital	£3,000,000	0	0
Subscribed Capital	£2,750,000	0	0
Paid-up Capital	£687,500	0	0
Fire Funds	£2,833,716	14	4

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., *Agents.*

Hongkong, July 3, 1901. 1537

THE STANDARD LIFE ASSURANCE COMPANY.

STERLING POLICIES.	DOLLAR POLICIES.
Whole Life Policies.	Old Age Pensions.
Endowment Policies.	Immediate Annuities.
Partnership Policies.	Short term Policies.
Survivorship Policies.	Travellers' Policies.
Limited payment Policies.	Children's Endowments.

Premiums moderate, conditions liberal. For all particulars, apply to

DODWELL & CO., LD., *Agents.*

Hongkong, February 13, 1901. 3—83

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. C. G. F. M. Cradock	Weihaiwei
Albion	battleship, 1st class	12,950	10	13,500	Captain W. W. Hewett, R.N.	Hongkong
Algerine	sloop	1050	6	1400	Commander R. E. Hunt	Hankow
Arethusa	cruiser, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Hongkong
Astræa	cruiser, 2nd class	4360	10	9000	Captain A. W. Paget, C.M.G.	Amoy
Aurora	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly, C.B.	Weihaiwei
+Barfleur	battleship, 1st class	10,500	14	13,000	Captain Sir G. T. Warrender.	Weihaiwei
Blenheim	cruiser, 1st class	9000	12	21,411	Captain F. H. Henderson	Weihaiwei
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Kiukiang
Brisk	cruiser, 3rd class	1770	6	3500	———	Singapore
Britomart	gunboat	716	6	1300	Comdr. Baird	Weihaiwei
Daphne	sloop	1140	8	2000	———	Amoy
Dido	cruiser, 2nd class	5600	11	9600	Captain P. F. Tillard	Weihaiwei
Eclipse	cruiser, 2nd class	5600	11	9600	Captain R. H. S. Stokes	Amoy
Endymion	cruiser, 1st class	7350	12	10,000	Captain W. A. Paget	Nanking
Esk	g-bt. 3rd class coast defence	363	3	200	Lieut.-Com. W. F. Blunt	Tungting Lake
Fame	torpedo boat destroyer	360	6	5700	———	Hongkong
Firebrand	gunboat, 2nd class	455	4	360	———	Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Weihaiwei
Goliath	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Weihaiwei
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Com. G. H. Holden	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. J. G. Armstrong	Woosung
Humber	storeship	1640	—	800	Comdr. H. J. Davison	Hongkong
Isis	cruiser, 2nd class	5600	11	9600	Captain Windham	Hongkong
Janus	torpedo boat destroyer	280	6	3900	———	Hongkong
Lizard	gunboat, 1st class	715	6	1000	Lieut.-Com. John C. Watson	Bangkok
Marathon	cruiser, 3rd class	2950	6	2000	Captain John G. M. Field	———
Ocean	battleship, 1st class	12,950	16	13,500	Hon. A. G. C. Howe, C.B.	Weihaiwei
Orlando	armoured cruiser, 1st class	5600	12	8500	Captain J. H. T. Burke, C.B.	Woosung
Otter	torpedo boat destroyer	360	6	6300	Lt.-Com. C. P. Mansel	Weihaiwei
Phœnix	sloop	1015	6	1400	Commander W. H. Nicholson	Hongkong
Pigmy	gunboat, 1st class	755	6	720	Comdr. Oldham	On a cruise
Pique	cruiser, 2nd class	3600	8	7000	Capt. Harry C. Reynolds	Chinkiang
Plover	gunboat, 1st class	755	6	1200	Lt.-Com. C. V. de M. Cowper	Shanghai
Rambler	gunboat, 1st class	835	6	—	Lt.-Com. Morris H. Smyth	Hongkong
Redpole	gunboat, 1st class	805	6	720	Lt.-Com. Howarth Smith	Wuhu
Robin	river gunboat	85	2	240	Lieut.-Com. G. G. Webster	Canton
Rosario	sloop	980	6	1400	Comdr. C. A. W. Hamilton	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Com. H. C. Carr	Wuchow
Snipe	river gunboat	85	2	240	———	Hankow
Swift	gun-vessel, 2nd class	756	2	870	———	Hongkong
Taku	torpedo boat destroyer	260	6	6500	Lt.-Com. C. P. Beaty-Pownall	Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Captain F. G. Stopford	Shanghai
Tamar	receiving ship	4650	6	—	Commodore Francis Powell, C.B.	Hongkong
Terrible	cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Weihaiwei
Tweed	coast defence gunboat	363	3	200	———	Hongkong
Waterwitch	Surveying ship	720	—	450	Lieut.-Com. W. O. Lyne	Weihaiwei
Whiting	torpedo boat destroyer	360	6	5900	Lt.-Com. C. Mackenzie, D.S.O.	Weihaiwei
Wivern	coastdefenceship, armoured	2750	4	1000	———	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Com. H. D. S. Watson	Kiating
Woodlark	river gunboat	150	2	550	Lieut.-Com. H. E. Hillman	Poyang Lake

* Flag of Vice-Admiral Sir C. Bridge, Commander-in-Chief + Flag of Rear-Admiral Sir J. A. T. Bruce, K.C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Aspern	Austrian cruiser	976	—	—	———	———
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Cosulich	Nagasaki
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	———
Amiral Charner	French flagship	4750	8	8300	Capt. Baehme	Hongkong
Aspic	French gunboat	475	3	450	Commander Journet	Saigon
Bengali	French gunboat	580	—	—	Lieut. Fitle	Nagasaki
Bugeaud	French cruiser	4069	19	9000	Capt. Lefèvre	Woosung
Chasseloup Laubat	French cruiser	3800	—	—	Capt. De Epinay St. Luc	Shanghai
Comete	French gunboat	525	—	—	Commander Louel	Canton
Decidée	French gunboat	690	—	—	Commander Leamy	Poyang Lake
D'Entrecasteaux	French flagship	8114	14	12,500	Captain D. du Tournel	Saigon
Descartes	French cruiser	4000	14	8500	Capt. de Saune	Shanghai
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Taku
Friant	French cruiser	3739	10	9000	Captain Adam	Pagoda
Kersaint	French gunboat	1250	6	2200	Capt. de la Motte du Portail	Saigon
Lion	French gunboat	470	—	—	Capt. Frost	Nagasaki
Pascal	French cruiser	8988	14	9500	Captain Motet	Taku
Redoubtable	French cruiser	9437	8	6071	Captain Neny	Nagasaki
Styx	French cruiser	1800	—	—	Capt Vincent	Canton
Surprise	French gunboat	629	2	900	Captain Mornet	Nagasaki
Vauban	French cruiser	—	—	—	Captain Blondel	Kwongchauwan
Vigilant	French gunboat	—	—	—	———	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Foochow
Bussard	German gunboat	1600	8	2900	Comdr. von Bassewitz	Shanghai
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Graf Choltke	Nagasaki
Geier	German gunboat	1600	8	—	Commander Bauer	Amoy
Hansa	German cruiser	6000	20	10,000	———	Shanghai
Hertha	German cruiser	6000	20	10,000	Capt. von Usedom	———
Iltis	German gunboat	1000	10	1300	Lieut.-Commander Sthamer	Hongkong
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Foochow
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Gülich	Nagasaki
Luchs	German gunboat	850	10	—	Comdr. Daehnhardt	———
Schwalbe	German gunboat	1120	8	1500	Comdr. Boerner	Shanghai
Seeadler	German gunboat	1600	8	2800	Comdr. Schack	Nanking
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Hankow
Vorwaerts	German gunboat	—	—	—	———	Shanghai
Elba	Italian cruiser	2732	12	6500	Captain Casella	Taku
Fieramosca	Italian cruiser	—	—	—	Captain Gagliardi	Shanghai
Stromboli	Italian cruiser	3898	—	—	Captain Ceconni	Singapore
Vettor Pisani	Italian flagship	6700	—	—	Captain De Filippi C. Onofrio	Shanghai
Vesuvio	Italian cruiser	1500	14	—	Captain Zezi	Nagasaki
Zaire	Portuguese gunboat	600	—	—	Captain Mello	Macao
Admiral Korniloff	Russian cruiser	5500	16	9000	Captain Jakovloff	Takü
Admiral Nachimoff	Russian cruiser	9000	—	—	Captain Vsivolojsky	Yokohama
Alcout	Russian gunboat	810	2	730	Captain Ellisky	Vladivostock
Bobre	Russian sloop	950	2	1150	Captain Dobrovolsky	Taku
Dimitry Donskoy	Russian cruiser	6000	16	7000	Capt. Sharoni	Nagasaki
Gaidamak	Russian gunboat	500	2	2500	Capt. Serebrennikff	Taku
Gremiastchy	Russian gunboat	1490	2	2000	Capt. Miklashevsky	Shanghai
Gromoboi	Russian battleship	12,336	26	14,500	———	Nagasaki
Koreetz	Russian sloop	1200	8	2150	Captain Sillman	Taku
Mandjour	Russian sloop	1200	3	1400	Commander Kachnlof	Foochow
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Beklemeskeff	Nagasaki
Otvajny	Russian gunboat	1490	2	2000	Captain Jensen	Shanghai
Petropavlovsk	Russian battleship	12,000	—	—	Captain Grevais	Yokohama
Poltava	Russian battleship	11,000	—	—	Captain Orgeroff	Nagasaki
Rossia	Russian cruiser	12,200	28	—	Captain Sepelrennipoff	Nagasaki
Rasboynick	Russian cruiser	1329	10	—	———	Shanghai
Rurik	Russian flagship	10,923	26	13,250	Capt. Haupt	Taku
Sevastopol	Russian battleship	10,900	—	—	Capt. Molensky	Nagasaki
Sibirsk	Russian gunboat	950	2	1125	Captain Barranoff	Port Arthur
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Mollas	Taku
Sivoutch	Russian gunboat	950	2	1120	Captain Soubatin	Taku
Vladimir Monamach	Russian armoured cruiser	6000	16	7000	Captain Prince Ouchtomsky	Taku
Vsadnik	Russian gunboat	500	11	3500	Capt. Rogulia	Taku
Zabijaka	Russian cruiser	1230	6	1194	Commander Shkruff	Nagasaki
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Rohrer	———
Brooklyn	U. S. flagship	9215	32	18,768	Captain F. W. Dickens	Cavite
Don Juan de Austria	U. S. gunboat	1159	8	1600	Commander C. G. Bowman	Manila
Frolic	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	———
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Halsey	Manila
Helena	U. S. gunboat	1392	8	1988	Comdr. R. R. Ingersoll	Shanghai
Isla de Cuba	U. S. gunboat	1030	8	2200	Commander Percy Garst	———
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flagship	11,500	41	10,000	Captain C. H. Stockton	Yokohama
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Manila
Monadnock	U. S. monitor	3990	6	3000	———	Shanghai
Monocacy	U. S. gunboat	1370	6	850	Comdr. F. M. Wise	Taku
Monterey	U. S. monitor	4084	4	5244	Comdr. F. J. Drake	Hongkong
New Orleans	U. S. cruiser	4140	—	—	Lieut.-Comdr. Sperry	———
New York	U. S. flagship	8200	24	17,401	Captain M. R. S. Mackenzie	Cavite
Princeton	U. S. gunboat	1000	6	800	Commander J. R. Selfridge	———
Vicksburg	U. S. cruiser	1000	10	3118	Commander E. B. Barry	———
Wilmington	U. S. gunboat	1397	8	1894	Commander E. S. Prime	Shanghai
Yorktown	U. S. gunboat	1710	6	1801	Commander W. Swift	Manila

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr W. H. Anderson
Mr D. A. Andrew
Mrs Angus
Mr H. Arnold
Mr W. S. Bailey
Mr J. T. Bell
Mr J. Black
Com. Bonbol
Mr A. Bonner
Major W. B. Browne, R.E.
Mr Busnstow
Mr C. G. Battrick
Mr D. C. Cameron
Mr R. Carre
Dr F. Clark
Mr G. Colombo
Mr J. S. Colson
Mr M. Cylindar
Mr P. C. Denroche
Mr D. M. Devilbiss
Mr G. M. Discombe
Major Dorehill, R.A.
Capt & Mrs Dunsford and child
Mr Dupont
Major P. S. Dyson
Mr D. Earnshaw
Mr F. W. Edwards
Mr and Mrs T. L. Fernald
Mr A. G. Field
Mr Fischer
Mr & Mrs Franklin
Mr Kennedy Gibson
Mr E. Guignard
Mr C. Glover
Mr J. Grant
Mrs Hamilton
Mr Hankin
Capt. Harford
Mr W. Harris
Mr P. Harrold
Mr J. A. Hawkins
Mr R. G. Heckford
Mr J. Hermann
Mr W. Horwitz
Mr J. van Houten
Mr T. Howard
Mr & Mrs Howkins
Mr W. Kerfoot Hughes
Mr A. N. Hulke
Capt. Innes
Mr E. A. Irving
Mrs Jewett
Mr & Mrs Johanson
Mr and Mrs Joseph, E.S.
Mr E. A. Katsch
Mr & Mrs F. Kiene
Mr N. Lazarus
Major R. P. Littledale
Mr and Mrs W. M. Long
Mr J. M. Lyon
Miss Lyon
Mr D. Macdonald
Mr Gordon Mackie
Mr Marlow
Capt. and Mrs E. E. McLellan
Mr Michael
Mr Michelot
Capt. Montguers
Mr Mora
Mr W. Partitt
Dr W. W. Pearce
Mr S. D. Pery
Mr A. J. Pitcher
Capt. Potter
Mr H. Price
Lt. W. A. Quennell
Mr S. B. Redlick
Dr L. R. Reed
Mr A. Reid
Mr W. R. Robertson
Miss Rous
Dr Sanger
Mr C. Schouw
Mr P. W. Sergeant
Mr Simons
Mr A. E. Simpson
Mr T. J. Smith
Mr R. G. Smithers
Mr Snoevin
Mr T. C. Stafford
Mr G. R. Stevens
Mr W. Swan
Mr D. G. Taylor
Dr & Mrs J. C. Thomson & child
Mr H. M. Tibbey
Mr N. G. Trobe
Mr & Mrs Vanden
Mr G. H. Wakeman
Mr J. A. Watts
Mr & Mrs Frank W. Watts
Mr W. J. G. Whiley
Mrs A. M. Whitton
Mr J. J. Woollen
Mr E. S. Young

KOWLOON HOTEL.

Miss K. Connally
Mr and Mrs J. B. Fernandez
Mr Herm. Harges
Mr T. O. B. Harman
Mr Geo. H. Holden
Capt. H. N. Holden
Prof. A. P. Nobbs
Mr V. Riegen
Mr C. Schmur

THE WAVERLEY HOTEL.

Mr N. K. Davidson
Mr J. M. Ellis
Mrs H. C. D. Frampton
Mr B. C. Gleason
Miss B. Hutchings
Miss Hutchings
Mr J. M. Jones
Lieut.-Colonel Koe
Mr R. W. Layton
Dr Macleod
Mr Benita Mestrea
Mr F. Petersen
Mrs Retallick
Mr R. Riddick
Mr N. S. P. Trimingham
Mrs Wisheit

CRAIGIEBURN.

Mr H. A. Belden
Mr H. Bells
Mr & Mrs H. Matheson Brown
Mr C. A. Burckhardt
Mr J. W. Crouch
Mr G. H. Edwards
Capt. J. Farrow
Mr & Mrs G. Grimble
Mr J. J. B. Heemskerk
Mr W. Helms
Capt. P. Langlands, A.O.D.
Mrs Langlands
Mr E. Burns Pye
Mrs James Scott
Sisters, Govt. Civil Hospital
Mr & Mrs F. R. C. Surplice

PELHAM HOUSE.

Mr C. Bell
Mon. Bonlone
Mr Losejsh Bongelli
Mr W. H. Bronson
Lieut. Campbell
Mr Coyle
Mr Y. Dalrymple
Mr Deacon
Mr J. Fisher
Mr Gurrisj
Mr Jewitt
Mr R. Moffatt
Mr & Mrs Moll
Mr Felice Norette
Mr J. Peart
Mr J. Perrin
Mr and Mrs Philpot and children
Mr & Mrs Reveira
Mr E. Alan Snewin
Mr Antonia Verdalio
Mr T. H. Weiker

PEAK HOTEL.

Mr M. Austinoff
Miss Bacon
Mr J. F. Baulton
Mr James Beattie
Mr J. W. C. Bonnar
Colonel L. F. Brown, R.E.
Mr G. Brusse
Mr H. F. R. Bryne
Col. A. W. Collard
Colonel Crookenden
Mr W. Davies
Mr and Mrs Detrick and children
Capt. & Mrs Drake
Mr F. Drion
Mrs Elliott
Mr J. S. Ezekiel
Mr Andrew Forbes
Mr & Mrs H. W. Fraser
Mr D. M. Graham
Dr Gumprecht
Major Hamilton
Mr Philips Jameson
Mr H. U. Jeffries
Mr J. E. Lee
Mr R. Martin
Mr A. J. May
Mr A. P. B. McDermott
Mr & Mrs McMillian
Mr J. F. Miller
Mrs I. F. Miller
Mr John Pitt, R.N.
Hon. H. E. Pollock
Hon. R. Murray Rumsey, R.N.
Mrs Sawer
Mr A. Sinclair
Mr A. G. Stokes
Mr J. S. Thomson
Mr W. H. Wheeler
Mr W. T. Wilgress
Mrs W. Wilson and child
Mr & Mrs H. Taylor Wright

POST OFFICE NOTICES.

MAILS will close:—

For HOIHOW & PAKHOI.—
Per *Hoihow*, at 8 a.m., on Tuesday, the 24th September.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Laisang*, at 10 a.m., on Tuesday, the 24th September.

For SWATOW, AMOY & FOOCHOW.—
Per *Thales*, at 10 a.m., on Tuesday, the 24th September.
Per *Anping Maru*, at 5 p.m., on Tuesday, the 24th September.

For SHANGHAI.—
Per *Kwanglee*, at 2 p.m., on Tuesday, the 24th September.

For KUMCHUK & SAMSHUI.—
Per *Tungkong*, at 3 p.m., on Tuesday, the 24th September.

For HONGAY.—
Per *Amara*, at 5 p.m., on Tuesday, the 24th September.

For CANTON.—
Per *Powan*, at 5 p.m., on Tuesday, the 24th September.

For TIENTSIN.—
Per *Kweiyang*, at 4 p.m., on Wednesday, the 25th September.

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet *City of Peking* will be despatched on TUESDAY, the 24th Sept., with Mails, for Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed at follows:—
Registration at 10 a.m.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
Letters, 11 a.m.

REGISTRATION.—Correspondence can be registered for all *Private ship* mails up to a-quarter-of-an-hour before the time of closing.

SHIPPING.

ARRIVALS.

September 21.

Sabine Rickmers, British str., 615, J. R. Nasbet, R.N.R., Tamsui Sept. 19, Ballast.—ARNHOLD, KARBERG & Co.

Apenrade, German str., 611, H. Lorenzen, Hoihow Sept. 20, General.—JEBSEN & Co.

September 22.

Thales, British str., 893, A. J. Robson, Tamsui Sept. 19, Amoy 20, and Swatow 21, General.—DOUGLAS STEAMSHIP Co.

Clara, German steamer, 675, Ulderup, Hoihow Sept. 20, General.—JEBSEN & Co.

Anping Maru, Japanese str., 1,056, S. Atsumi, Swatow September 21, General.—MITSUI BUSSAN KAISHA.

Amigo, German str., 820, J. Hansen, Chefoo Sept. 14, General.—JEBSEN & Co.

Indus, French str., 2,330, Duchateau, Shanghai Sept. 19, Mails and General.—MESSAGERIES MARITIMES.

Taksang, British steamer, 977, W. P. Baker, Bangkok September 16, General.—JARDINE, MATHESON & Co.

Macduff, British steamer, 1,882, Robert Glegg, Moji Sept. 15, Coal.—DODWELL & Co., LD.

Victoria, Swedish steamer, 989, J. A. Hellberg, Java Sept. 11, Sugar.—E. A. TRADING Co.

Hainan, British str., 636, W. Passmore, Tamsui and Amoy Sept. 21, General.—DOUGLAS STEAMSHIP Co.

[illegible], British str., from Canton.

September 23.

[illegible], British str., from Canton.

Calchas, British str., 4,278, T. Bartlett, Liverpool and Singapore Sept. 18, General.—BUTTERFIELD & SWIRE.

Hongkong, French str., 730, J. Pannier, Haiphong Sept. 20, Rice and Pigs.—A. R. MARTY.

Loosok, German steamer, 1,020, Fuchs, Bangkok Sept. 16, Rice.—BUTTERFIELD & SWIRE.

Shantung, British str., 1,240, Carnaghan, Amoy Sept. 22, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

September 22.

[illegible] Maru, for Swatow.
Lyeemoon, for Shanghai.
Whampoa, for Shanghai.
[illegible], for Newchwang.
[illegible], for Swatow.

September 23.

Indus, for Europe, &c.
Babelsberg, for [illegible].
[illegible], for Singapore.

CLEARED.

Apenrade, for Hoihow.
Sabine Rickmers, for Tamsui.
Thales, for Swatow.
Shantung, for Saigon.
Hainan, for Amoy.
Elsa, for Hongay.

PASSENGERS.

ARRIVED.

Per *Thales*, from Coast Ports, Miss W. H. Ross, Mr G. Ballech, Master Bongean, Mrs Ramsay and 3 children, Mrs Barnett, Mr F. Hankin, and 55 Chinese.

Per *Anping Maru*, from Swatow, 88 Chinese.

Per *Indus*, for Hongkong: from Yokohama, Capt. Harford, Messrs H. G. Barrett and Ponteville; from Kobe, Mr Bayle; from Nagasaki, Comt Pouliol, and Capt. Guichard; from Shanghai, Mr and Mrs Franklin, Mr and Mrs Nandam, Mr and Mr Oujowetz, Mis Stomberg, Mrs Anito Fascoui, Miss Mitchell, Messrs Thomas, Wise, Okada, Orsati, Perino, Verdaghi, Nereth, Taylor, Sinclair, Borelli, Genosi, and Dautremer. For Saigon: from Shanghai, Messrs Normand and Pommes. For Singapore: from Kobe, Mr MacKertoon and servant; from Shanghai, Mr Wegelin, Mr Hibberdine, and Mrs Newmann. For Port Said: from Nagasaki, Mr and Mrs Nadel. For Marseilles: from Yokohama, Sir Alex. Swettenham, Messrs Shimanki, Ogata, and Duchateau; from Kobe, Mr Lecomte; from Nagasaki, Messrs Milley, de Grandprey, Contant, Varon Durocher, Dupont, Dally, Souchet, Odet, Puech, Millot, Callat, Enjalbat, Péré and Bplashu; from Shanghai, Messrs Michelot, Bouillard, Vilher, and Marcel.

Per *Calchas*, from Singapore, 815 Chinese.

Per *Hongkong*, from Haiphong, Mr Mora, and 17 Chinese.

DEPARTED.

Per *Indus*, from Hongkong: for Saigon, Mrs Dautremer; for Singapore, Dr J. Sanger, Messrs Seymer, Hankin, H. Schmedt, and R. Soriano; for Marseilles, Rev. J. J. de Moura, Messrs A. Dias and F. Petersen.

SHIPPING REPORTS.

The British steamer *Sabine Rickmers* reports: From Tamsui September 19th, light variable winds and fine weather.

The British steamer *Thales* reports: Left Foochow at 10.30 a.m., Sept. 19th, light W. to N.W. breezes, fine, clear weather and smooth sea, arrived Amoy 9.30 a.m., on 20th. Left Amoy at 4 p.m., on 20th, light N.W. to W. breezes and fine, clear weather, smooth sea, arrived Swatow 6 a.m., on 21st. Left Swatow at 4 p.m., fresh E.N.E. to N.N.E. breezes; fine cloudy weather, light N.N.E. sea. In Foochow: French cruiser *Friant*. In Amoy: H.M.S. *Astræa*, and s.s. *Hong Bee*.

The British steamer *Calchas* reports: From Singapore Sept. 18th, light Northerly winds, fine and clear weather.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Loongmoon*, at 2 p.m., on Thursday, the 26th September.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 25th September, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—
10 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
11 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of* 10 cents *extra Postage*, until the time of departure.

Not Responsible for Debts.

NEITHER the Captain the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew in the following Vessel, during its stay in Hongkong Harbour:—

LAUNBERGA, British barque, Capt. J. C. McDougall.—A. G. Morris.

KENTMERE, British 4-masted ship, Capt. Brandy.—Standard Oil Co.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amara	...	Mattock	British str.	1566	Sept. 15	Jardine, Matheson & Co.	....	K'loon Dock
Amigo	3 c	Hansen	Ger. str.	771	Sept. 22	Jebsen & Co.		
Anping Maru	3 c	Atsumi	Japan. str.	962	Sept. 22	Mitsui Bussan Kaisha		
Apenrade	3 c	Lorenzen	Ger. str.	611	Sept. 21	Jebsen & Co.	Hoihow & Haiphong	Sept. 24.
Aristea	8 c	Scopinich	Aus. str.	2208	Aug. 29	Mitsui Bussan Kaisha		
Babelsberg	8 c	Beeckmann	Ger. str.	1320	Sept. 7	East Asiatic Trading Co.		
Calchas	6 h	Bartlett	British str.	4278	Sept. 23	Butterfield & Swire		
Changsha	...	Moore	British str.	1463	Sept. 12	Butterfield & Swire	....	K'loon Dock
Charles Rogier	8 c	Smith	British str.	1292	Sept. 8	Japanese		
Charterhouse	3 c	Joslin	British str.	1278	Sept. 20	Chinese		
Chow Fa	3 c	Musing	Ger. str.	1055	Sept. 18	Butterfield & Swire	Bangkok	Sept. 24.
City of Peking	4 c	Smith	Amer. str.	3128	Sept. 16	P. M. S. S. Co.	S'hai & San F'cisco	Sept. 24.
Clara	3 c	Ulderup	Ger. str.	675	Sept. 22	Jebsen & Co.		
Devawongse	3 c	Taxtor	Ger. str.	1200	Sept. 20	Butterfield & Swire		
Diamante	6 c	Rattenbury	British str.	1254	Sept. 21	Shewan, Tomes & Co.	Manila	Sept. 25.
Eleano	...	Altonage	Amer. str.	501	Sept. 3	Brandao & Co.	....	K'loon Dock
Elsa	8 c	Schonwandt	Ger. str.	1702	Sept. 17	Jebsen & Co.		
Empress of Japan	5 c	Pybus	British str.	[illegible]	Sept. 11	C. P. R. Co.	Vancouver (B.C.)	Sept. 25.
Gloucester City	9 c	Nilsen	British str.	2470	Sept. 20	Butterfield & Swire		
Hainan	5 h	Passmore	British str.	636	Sept. 22	Douglas Steamship Co.		
Herman Menzell	3 c	Shutt	Ger. str.	1125	Sept. 18	E. A. Trading Co.		
Heilhao	4 c	Merlees	French str.	508	Sept. 21	A. R. Marty	Hoihow & Pakhoi	Sept. 24.
Hongkong	4 c	Pannier	French str.	862	Sept. 23	A. R. Marty		
Koh-si-chang	3 c	Leuss	Ger. str.	1291	Sept. 21	Butterfield & Swire		
Kwang Lee	3 c	Lincoln	British str.	1505	Sept. 22	C. M. S. N. Co.	Shanghai	Sept. 24.
Kweiyang	4 c	Outerbridge	British str.	1062	Sept. 18	Butterfield & Swire		
Lightning	4 c	Spence	British str.	2122	Sept. 20	David Sassoon, Sons & Co.		
Laisang	4 c	Payne	British str.	2224	Aug. 28	Jardine, Matheson & Co.	S'pore & Calcutta	Sept. 24.
Loongmoon	...	Schulz	Ger. str.	1245	Sept. 9	Siemssen & Co.	....	A'deen Dock
Macduff	8 c	Glegg	British str.	1882	Sept. 22	Dodwell & Co., Limited		
Onsang	9 c	Davis	British str.	1787	Aug. 16	Jardine, Matheson & Co.		
Quarta	3 c	Johannsen	Ger. str.	1146	Sept. 20	Siemssen & Co.		
Sabine Rickmers	3 c	Nasbet	British str.	690	Sept. 21	Arnhold, Karberg & Co.		
Taksang	4 c	Baker	British str.	977	Sept. 22	Jardine, Matheson & Co.		
Tetartos	4 c	Bruhn	Ger. str.	1578	Sept. 12	Siemssen & Co.	Singapore	Sept. 23.
Thales	5 h	Robson	British str.	836	Sept. 22	Douglas Steamship Co.	Swatow & Foochow	Sept. 24.
Trigonia	2 c	Powell	British str.	1069	Aug. 20	Arnhold, Karberg & Co.		
Victoria	2 c	Hellberg	Swed. str.	989	Sept. 22	East Asiatic Trading Co.		
Victoria	...	Panton	British str.	2112	Aug. 1	Dodwell & Co., Ld.	....	K'loon Dock
Sailing Vessels.								
Celeste Burrill	3 k	Trefry	British sh.	1764	May 29	Order		
Geo. Valentine	...	Harbert	French bk.	766	Aug. 23	Order	....	K'loon Dock
Helen A. Wyman	2 k	Vauhon	Amer. bqe.	1664	Sept. 10	Arnhold, Karberg & Co.		
I. F. Chapman	3 c	Chapman	Amer. sh.	1012	Aug. 10	Arnhold, Karberg & Co.		
Kentmere	2 c	Bandy	Brit. sh.	2347	Sept. 19	Standard Oil Co.		
Launberga	2 c	McDougall	Brit. bqe.	1215	Aug. 14	A. G. Morris		
L. Schepp	4 k	Kendall	Amer. sh.	1673	July 5	Carlowitz & Co.		
Manuel Llaguno	2 c	Nichols	Amer. sh.	1650	June 29	Standard Oil Co.		
Sea Witch	2 c	Howes	Amer. sh.	1172	Feb. 21	Master		
State of Maine	2 k	Colcord	Amer. sh.	1467	Sept. 8	Standard Oil Co.		
Susquehanna	4 k	Bailey	Amer. sh.	2390	July 26	Order		

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

Bamberg, Olimpo, Sunda, August 28; *Calchas, Anapa, Teenkai*, 31; *Shanghai, Marquis Bacquehem, Margherita*, Sept. 3; *Salazie, Socotra, Hermiston, Priam*, September 6; *Bedamond, Adana, Sagami, Cholon, Pembrokeshire*, Sept. 10; *König Albert, Armand, Pikie, Shimano Maru, Nestor, Neckar*, Sept. 13; *Glenshiel, Malacca, Acilia, Ettrickdale, Forrie, Marcar*, September 17; *Feronia, Marburg, Japan, Rhipeus, Oceanien, Hudson, Hsingang, Peleus*, Sept. 20.

ARRIVALS AT HOME.

September 21, *Lowther Castle, Devawtion*.

Mails.

The M. M. Co.'s steamer *Laos*, with the FRENCH MAIL of the 23rd Aug., left Saigon on Saturday, the 21st Sept., at 5 a.m., and may be expected here on or about Tuesday, the 24th Sept. This Packet brings replies to letters despatched from Hongkong on 20th July.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver at 11.30 p.m. on Monday, the 9th September, for Hongkong via usual ports of call.

The P. M. S. S. *China*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th September.

The O. & O. Co.'s s.s. *Gaelic*, with mails, &c., from San Francisco to the 27th Aug. via Honolulu, has arrived at Yokohama, and left for this port on the morning of 18th September, via Inland Sea, Kobe, Nagasaki and Shanghai.

Steamers Expected.

The P. & O. Co.'s s.s. *Tientsin* left Bombay for this port on the 13th Sept.

The N. Y. K. s.s. *Inaba Maru* left Singapore for this port on the 19th Sept., and is expected to arrive here on the 24th Sept.

The C. M. Co.'s s.s. *Teenkai*, from Glasgow and Liverpool, passed the Canal on the 30th August, and may be considered due at Singapore on or about the 18th September.

The N. Y. K. s.s. *Yamaguchi Maru* left Bombay, via Colombo and Singapore for this port on the morning of 17th Sept., and is expected to arrive here on the 4th Oct.

The s.s. *Indrapura* arrived at Yokohama on the morning of 18th Sept. from Portland, Or., and sailed on the evening of 19th Sept. for Hongkong, via Japan ports.

The P. & O. Co.'s chartered s.s. *Bas Rowa* left Bombay for this port on the 13th Sept.

The N. P. Co.'s s.s. *Queen Adelaide* arrived at Kobe, and sailed on the 15th Sept. via Dalny for Hongkong.

The N. P. Co.'s s.s. *Olympia* arrived at Yokohama from Tacoma, and sailed for Hongkong, on the 14th Sept.

The s.s. *Oronsay* sailed from New York on the 21st August, for Straits, Hongkong, China and Japan.

Latest Advices.

The T. K. K. s.s. *Hongkong Maru*, with mails &c., from San Francisco to the 4th Sept. via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the morning of 24th Sept.

The s.s. *Richmond Castle*, from New York and Straits, left Manila for Hongkong on Saturday, the 21st Sept., and is expected here on 24th Sept.

The N. P. Co.'s s.s. *Duke of Fife* sailed from Yokohama for Tacoma, on the 21st Sept.

The s.s. *Australian* leaves Manila for this port on the 23rd Sept., and is due here on Wednesday afternoon, the 25th Sept.

The Imp. German Mail s.s. *Sachsen* carrying the German Mails with dates from Berlin of the 2nd Sept., has left Colombo on Saturday morning, the 21st Sept., and may be expected here on or about Wednesday, the 4th Oct.

The Imp. German Mail s.s. *Preussen* has left Kobe, via Nagasaki Shanghai and Foochow on Sunday afternoon, the 22nd Sept., and may be expected here on or about Wednesday, the 2nd Oct.

The N. Y. K. s.s. *Rosetta Maru* left Nagasaki via Shimonoseki for this port on the afternoon of 20th September, and is expected to arrive here on the morning of 24th Sept.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Vancouver on Sept. 17th.

The P. & O. Co.'s s.s. *Bengal* with the ENGLISH MAIL of the 30th August, left Singapore on Saturday, the 21st Sept., at 4 p.m., and may be expected here on or about Thursday, the 26th Sept. This Packet brings replies to letters despatched from Hongkong on 29th July.

China Coast Meteorological Register.

September 22nd.—AT 4 P.M.

Station.	Hour.[1]	Barometer.[1]	Temperature.[2]	Humidity.[3]	Wind. Direction.[4]	Wind. Force.[5]	Weather.[6]
Wl'ostock	2 p.	—	—	—	—	—	—
Tokio	,,	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Taihoku	1 p.	30.01	—	—	NE	4	—
Taichu	,,	29.94	—	—	W	2	—
Tainan	,,	29.98	—	—	W	4	—
Koshun	,,	29.98	—	—	SE	6	—
Pescadores	,,	30.00	—	—	NE	6	—
Gutzlaff	3 p.	30.07	74	68	SNE	2	cv
Sharp Pk.	,,	30.50	79	72	E	2	b
Amoy	,,	29.97	86	65	SE	3	c
Swatow	,,	—	—	—	—	—	—
Canton	,,	29.97	80	87	S	1	o
Hongkong	4 p.	29.97	81	78	ESE	2	o
Vict. Peak	,,	—	—	—	ESE	2	—
Gap Rock	,,	29.97	—	—	E	3	—
Macao	,,	29.97	86	—	E	1	o
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.88	86	78	—	0	c
Malate	3 p.	—	—	—	W	1	c
Bacolod	,,	—	—	—	S	2	c
Iloilo	,,	29.90	84	—	W	1	o
Cebu	,,	29.86	85	—	SW	2	c
C. S. James	,,	—	—	—	—	—	—

September 23rd.—AT 10 A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Wl'ostock	7 a.	—	—	—	—	—	—
Tokio	10 a.	—	—	—	—	—	—
Kochi	,,	—	—	—	—	—	—
Nagasaki	,,	—	—	—	—	—	—
Kagoshima	,,	—	—	—	—	—	—
Taihoku	5 a.	30.00	—	—	S	4	—
Taichu	,,	29.96	—	—	—	0	—
Tainan	,,	29.96	—	—	E	2	—
Koshun	,,	29.98	—	—	—	0	—
Pescadores	,,	29.97	—	—	NE	4	—
Gutzlaff	9 a.	30.09	76	69	E	1	cv.
Sharp Pk.	,,	30.03	80	74	—	0	b
Amoy	,,	30.03	78	82	NE	1	c
Swatow	,,	—	—	—	—	—	—
Canton	,,	30.03	82	83	E	1	b
Hongkong	10 a.	30.03	83	72	E	3	b
Vict. Peak	,,	—	—	—	E	2	—
Gap Rock	,,	30.02	—	—	E	3	—
Macao	,,	30.04	87	—	SE	1	c
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	29.96	86	71	NW	1	c
Malate	9 a.	—	—	—	W	2	o
Bacolod	,,	—	—	—	—	0	b
Iloilo	,,	29.98	82	—	—	0	b
Cebu	,,	29.94	84	—	—	0	c
C. S. James	7 a.	—	—	—	—	0	c

F. G. FIGG, *First Assistant*.
Hongkong, Observatory, Sept. 23, 1901.

[1] BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
[2] TEMPERATURE, in the shade, in degrees Fahrenheit.
[3] HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
[4] DIRECTION OF WIND, to two points.
[5] FORCE OF WIND, according to Beaufort Scale.
[6] STATE OF WEATHER, b blue sky, [illegible]

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 8 in. to the height given in the table.

42th to 30th September.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time. h m	HIGH WATER. Height. ft. in.	LOW WATER. Hongkong Mean Time. h m	LOW WATER. Height. ft. in.
Tues.	24	m 4 40 7 16 a	4 4 2 8	0 29 a 11 39 a	0 0 2 0
Wed.	25	m 5 56 7 46 a	4 7 3 7	1 0 a	—0 3
Thur.	26	m 6 49 7 26 a	4 10 3 1	m 0 38 1 40 a	1 5 —0 4
Fri.	27	m 7 43 8 14 a	5 0 4 1	m 1 28 2 11 a	0 10 —0 4
Sat.	28	m 8 36 8 48 a	5 0 4 8	m 2 15 2 43 a	0 3 —0 3
Sun.	29	m 9 28 9 24 a	4 10 5 1	m 3 1 3 17 a	—0 3 —0 4
Mon.	30	m 10 21 10 2 a	4 5 5 5	3 49 3 52 a	—0 8 0 5

Exchange.

HONGKONG, September 23 1901.

On London—
Bank, Wire, ...1/11 3/16
" On demand, ...1/11¼
" 30 days' sight, ...1/11 5/16
" 4 months' sight, ...1/11½
Credits, 4 " 1/11⅝
Documentary, 4 months' sight, ...1/11¾
On Paris—
On demand, ... 2.44½
Credits, 4 months' sight, ... 2.47½
On Berlin—Demand, ... 1.98
On New York—
On demand, ... 47
Credits, 60 days' sight, ... 47⅞
On Bombay—
Wire, ... 145
On demand, ... 145¼
On Calcutta—
Wire, ... 145
On demand, ... 145¼
On Singapore—
On demand, ... ½ % pm.
On Manila—
On demand, ... 3½ % pm.
On Shanghai—
On demand, ... 73
30 days' sight, (private paper) ... 73½
On Yokohama—
On demand, ... 5½ % pm.
Gold Leaf, 100 fine, (per tael) ...$53.40
Sovereigns (Bank's buying rate) ...$10.23
Silver (per oz.) ... ...26 11/16d.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, September 23, 1901.
BAROMETER— 9 A.M. ... 30.00
Do. 1 P.M. ... 29.95
Do. 4 P.M. ... 29.90
THERMOMETER— 9 A.M. ... 83
Do. 1 P.M. ... 85
Do. 4 P.M. ... 83
Do. (Wet bulb) 9 A.M. 77
Do. Do. 1 P.M. 78
Do. Do. 4 P.M. 77
Do. Maximum 85
Do. Minimum overnight 81

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 23rd at 11.40a Barometric changes are slight. Pressure remains high over China and gradients continue slight for NE winds on the coast and in the N. part of the China Seas. Forecast:—moderate or light NE winds; fine.

VESSELS AT THE DOCKS.—AT *Kowloon*.—Canton River, Victoria, George Valentine, Zafiro, Eleano, Changsha. [illegible]—Loongmoon. [illegible]

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Amoy and Tamsui	Haimun (s)	Douglas Lapraik & Co.	Sept. 24, at noon.
Anping, S'tow, Amoy	Maidzuru Maru (s)	Mitsui Bussan Kaisha	Oct. 2.
Australian Ports	Rosetta Maru (s)	Nippon Yusen Kaisha	Sept. 27, at 4 p.m.
Australian Ports	Chingtu (s)	Butterfield & Swire	Oct. 12.
B'bay, S'pore & Col'bo	Kagoshima Maru (s)	Nippon Yusen Kaisha	Oct. 11, daylight.
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd	Oct. 3.
F'chow, S'tow & Amoy	Anping Maru (s)	Mitsui Bussan Kaisha	Sept. 25, daylight.
Havre and Hamburg	Arabia (s)	Hamburg-Am'ka Linie	October 5.
Kobe and Yokohama	Inaba Maru (s)	Nippon Yusen Kaisha	Sept. 27, daylight.
London, &c.	Chusan (s)	P. & O. S. N. Co.	Sept. 28, at noon.
London	Ajax (s)	Butterfield & Swire	Oct. 1.
London	Pyrrhus (s)	Butterfield & Swire	Oct. 15.
London	Calchas (s)	Butterfield and Swire	Oct. 29.
London	Nestor (s)	Butterfield & Swire	Nov. 12.
Liverpool	Ulysses (s)	Butterfield & Swire	Oct. 15.
Liverpool	Dardanus (s)	Butterfield & Swire	Nov. 15.
Manila	Diamante (s)	Shewan, Tomes & Co.	Sept. 25, at 5 p.m.
Manila	Rosetta Maru (s)	Nippon Yusen Kaisha	Sept. 27, at 4 p.m.
Marseilles, London, &c	Sanuki Maru (s)	Nippon Yusen Kaisha	Oct. 4, daylight.
Moji, Kobe & Y'ma	Yamaguchi Maru (s)	Nippon Yusen Kaisha	Oct. 8, at noon.
Kobe and Yokohama	Shinano Maru (s)	Nippon Yusen Kaisha	Oct. 11, daylight.
New York	Mogul (s)	Dodwell & Co. Limited	About Sept. 25.
New York	Manuel Llaguno	Shewan, Tomes & Co.	About Oct. 25.
New York v. Suez Canal	Glengyle (s)	McGregor Bros. & Gow	About Sept. 24.
New York v. Suez Canal	Adana (s)	Shewan, Tomes & Co.	Nov. 10.
S. Francisco v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Sept. 24, at noon.
S. Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Oct. 12, at noon.
S. Francisco v. Japan	Nippon Maru (s)	Toyo Kisen Kaisha	Nov. 5, at noon.
S. Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	Nov. 28, at noon.
S'hai, N'ki, K'be & Y'ma	Laos (s)	Messageries Maritimes	Sept. 24.
Shanghai	Loongmoon (s)	Siemssen & Co.	Sept. 26, at 3 p.m.
Shanghai	Bengal (s)	P. & O. S. N. Co.	About Sept. 27.
Shanghai	Tainan (s)	Butterfield & Swire	Oct. 3.
S'pore, Penang & C'tta	Laisang (s)	Jardine, Matheson & Co	Sept. 24, at noon.
Singapore & Penang	Koeningsberg (s)	Hamburg-Am'ka Linie	Oct. 19.
Singapore & Bombay	Carinthia (s)	Sander, Wieler & Co.	Sept. 26, afternoon
Singapore & Bombay	Tientsin (s)	P. & O. S. S. Co.	About Oct. 5.
S'tow, Amoy, F'chow	Thales (s)	Douglas Lapraik & Co	Sept. 24, at noon.
Sydney & Melbourne	Airlie (s)	Gibb, Livingston & Co	Oct. 3. at noon.
T'sui, Swatow & Amoy	Daijin Maru (s)	Mitsui Bussan Kaisha	Sept. 29.
Tientsin	Kweiyang (s)	Butterfield and Swire	Sept. 25.
Tientsin v. Swatow	Loksang (s)	Jardine, Matheson & Co	Sept. 28, at 3 p.m.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	Sept. 25.
Victoria, B.C., &c.	Olympia (s)	Dodwell & Co., Ltd.	Oct. 1.
Victoria, B.C., &c.	Queen Adelaide (s)	Dodwell & Co., Limited	Oct. 8.
Victoria, B.C., &c.	Kinshiu Maru (s)	Nippon Yusen Kaisha	Oct. 19, at 4 p.m.

SHARE LIST.—QUOTATIONS.

SEPTEMBER 23, 1901.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	$600, buyers London, £61.10.
Bank of China & Japan, Limited ordinary	199,875	£ 8	£ 4	15 Shillings
" " deferred	1,250	£ 1	£ 1	£5.5
National Bank of China, Limited	19,970	£ 10	£ 8	$28, buyers
	29,955	£ 10	£ 8	$28, buyers
Do. Founders' shares	7 0	£ 1	£ 1	$15, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$165, sales
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$60, sellers
North-China Insurance Co., Ld.	5,000	£ 100	£ 25	Tls. 190, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	nom.
Union Insurance Society, Ld.	10,000	$ 250	$ 50	$340, buyers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$120, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$82, sales
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$342½, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$ 50	all	$275, buyers
Geo. Fenwick & Co., Limited.	6,000	$ 25	$ 25	$55, sellers
New Amoy Dock Co., Ltd.	6,000	$ 6¼	$ 6¼	$.5
S. C. Farnham, Boyd & Co. Ld.	55,700	Tls. 100	Tls100	Tls. 245, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	6,000 14,000	$ 50 $ 50	$ 50 $ 50	$59, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$45, sellers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$34½, sales & buyers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$134, sales
China Mutual S. N. Co.	20,000	£ 10	£ 14 £ 10	Nom.
Do. (new issue	20,000	£ 10	£ 5	
Star Ferry Company, Ld.	10,000	$ 10	$ 10	$24½, by'rs, $9½, b'yrs, new
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	£ 1	£2.12.6, sellers
Shanghai Tug Boat Co., Ld.	1,000	Tls. 100	Tls100	Tls. 335, buyers
Taku Tug and Lighter Co., Ld.	8,600	Tls. 50	Tls 50	Tls. 140, buyers
Shanghai Cargo Boat Co., Ld.	2,000	Tls. 100	Tls100	Tls. 127, sales
Co-operative Cargo Boat Co., Ld.	1,000	Tls. 100	Tls100	Tls. 127, ex div., sales
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$144, buyers
Luzon Sugar Company, Limited	7,000	$ 100	all	$36, sellers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls 50	Tls. 77½
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000	$ 50	all	$99, sellers
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	Nom.
Shanghai and Hongkew Wharf Co.	15,100	Tls. 100	Tls100	Tls. 295, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$190, buyers
Shanghai Land Investment Co., Ld.	26,000	Tls. 50	Tls. 50	Tls. 100, buyers
Kowloon Land and Building Company	6,000	$ 5	$ 30	$31½, sales
Wei-hei-wei Land & Building Co., Ld	3,000	Tls. 25	Tls. 25	Tls. 20
Humphreys Estate & Finance Co.	100,000	$ 10	all	$13¼, buyers
West Point Building Co., Limited	12,500	$ 50	$ 50	$52, sales
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,250	$ 100	all	$275, buyers
MINING.				
Slebu Mining & Trading Co., Ld.	60,000	$ 5	all	$4½, buyers
New Punjom Mining Co., Ld.	60,000	$ 9	all	$5, sellers
" " Preference shares	30,000	$ 1	all	$1.25
Société Française des Charbonnages du Tonkin.	16,000	Fcs. 250	all	$325
Queen's Mine, Limited,	400,000	25 cents	25 cts.	4 cents
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/	$12½, sellers
Oliver's Freehold Mines, Ltd.	A15,000 B45,000	$ 5 $ 5	$ 5 $ 4½	Nom.
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$126
Oriente Hotel, Manila	7,000	$ 50	$ 50	$55, sales & buyers
Astor House Hotel Ltd. (Tientsin)	2,000	T. Tls. 50	Tls. 50	Tls. 115
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$15½, sales
Watkins Limited	10,000	$ 10	$ 10	$10, sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$140, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 112,
Hongkong Electric Co., Limited	30,000	$ 10	$ 10	$12¾, buyers
New Electrics (new issue)	30,000	$ 10	$ 5	$6¼, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	50,000	$ 10	$ 10	$21, sellers
MISCELLANEOUS.				
Manila Investment Co., Ld.	20,000	$ 50	$ 50	$50, Nom.
Bell's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15/	$1.10
United Asbestos Oriental Agency, Limited	9,000 ord'y 100 fders	$ 10 $ 10	$ 4 $ 10	$10, sellers $15
Hongkong Bakery Company, Ld.	600	$ 50	$ 5	$50
Hk. Steam Water-boat Co., Ltd.	7,000	$ 10	$ 7	$8, buyers
Hongkong Dairy Farm Co.	10,000	$ 7½	all	$8, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$183, buyers
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 340, sales
Tebrau Planting Company, Ltd.	20,000	$ 5	$ 5	$1
H'kong Rope Manufactory Co., Ld.	10,000	$ 50	all	$172½
Hongkong Cotton Spinning Co., Ld.	120,000	$ 100	$ 10	$11, buyers
Ewo Cotton Spinning and Weaving Co., Ld.	17,500	Tls. 100	Tls10	Tls. 40
International Cotton Manufacturing Co., Ld.	10,000	Tls. 100	[illegible]	[illegible]
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	[illegible]	Tls. 40
Soy Chee Cotton Spinning Co., Ld.	2,000	Tls. 500	Tls500	Tls. 300
Yahloong Cotton Spinning Co., Ld.	7,500	Tls. 100	Tls100	Tls. 10
China Provident Loan Mortgage Co., Ld.	50,000	$ 20	$ 10	$9½, sales & buyers
China Borneo Company, Ltd.	7,500	$ 20	$ 15	$38
Universal Trading Co.	20,000	$ 20	$ 20	$10½, buyers
Robinson Piano Co. Ltd.	3,200	$ 50	$ 50	$59
CIGAR COMPANIES.				
Philippine Tobacco Trust Co., Ld.	20,000	$ 50	$ 50	$55
Alhambra Limited	200	$ 500	$ 500	$1000, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$21
Wm. Powell & Co., Limited				$10, Nom.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	[illegible]

VERNON and SMYTH, Sharebrokers.

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